

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 146.—VOL. V.]

London: Saturday, June 9, 1838.

[PRICE 6d.

SHARES IN VALUABLE BRITISH MINES—PERIODICAL SALE.

MR. C. WARTON begs to announce, that the **NEXT PERIODICAL SALE**, by Auction, of the above description of property, will take place at the Mart, opposite the Bank of England, on Thursday the 14th June next, at Twelve o'clock, and will include **SHARES IN SEVERAL FLOURISHING MINES**, of the first class for investment, and others which are rapidly approaching maturity, and yielding at present good dividends—viz.: one-half 95th share in Treseavan, one share in Wheal Budnick; also shares in the Cornubian, Kellewerly, De Dunstanville, and Danescombe Mining Companies. Particulars are preparing, and may be had, six days prior to the sale, at the Auction Mart, and of Mr. C. Warton, Auctioneer and Agent for the disposal of every description of Mining Property, 38 Threadneedle-street.

VERY VALUABLE MINES AND MINERALS, IRON WORKS, COPPER WORKS, FACTORIES, ETC.

MESSRS. MURRAY, TATTERSALL, & MURRAY will **SELL** by AUCTION, in lots, at the Mackworth Arms, Swansea, on Wednesday, the 4th July next, one-third portion of the

DEMESENE AND MANOR OF NEATH ABBEY,

in the county of Glamorgan, amounting to 2401 a. 1 r. 15 p.; together with one-third of all the very

VALUABLE MINES AND MINERALS

under the surface, extending from the River Tawe and the Swansea Canal on the north, to the Neath and Swansea Canal and the sea-port town of Neath on the south—a district abounding in approved Veins of excellent Bituminous Coal, Iron-stone, and Flue clay, a considerable portion of which is wrought level free. Also,

ONE-THIRD SHARE IN THE CROWN, CHEADLE, and MINES ROYAL COPPER WORKS, THE NEATH ABBEY IRON WORKS,

with the Steam-engine Factories, Iron and Blast Furnaces, Forges, &c. &c., all in the immediate vicinity of the sea-port and market towns of Neath and Swansea, in the county of Glamorgan.

Printed particulars, with plans, will be published on the 20th May; and for further information apply to Thomas Fox, Esq., Beaminster, Dorset; or to Messrs. Murray, Tattersall, and Murray, Surveyors and Land Agents, 47, Parliament-street, London. Letters post-paid.

VALUABLE COAL PROPERTY.

MR. LEIFCHILD has received instructions to offer for **SALE**, by Private Contract, an extremely valuable COAL PROPERTY, in South Wales, affording a most advantageous situation for Copper Works, and the Anthracite Coal being in the immediate neighbourhood, combining a highly important advantage for the erection of furnaces for iron. The mineral is worked at a water level within the distance of a mile from the shipping place of an extensive navigable river, and communicating by easy and cheap conveyance with another first-rate port in the principality. The Coal, which is bituminous, is universally approved of; and the property, which possesses many sources of certain profit, presents a rare and eligible opportunity to capitalists and others wishing to embark in manufactures requiring the use of coals. A full descriptive particular, with plan of the estate, may be seen by principals applying at Mr. Leifchild's offices, 45, Lothbury, London.

A Patent for Steam Boilers of very superior pretension, secured by English, Scotch, and Irish patents, an invaluable discovery, certain of realising an independent fortune.

MR. GEORGE ROBINS is directed by the sole proprietor to **OFFER TO PUBLIC COMPETITION**, at his Rooms in Covent-garden, on Monday, June 18, at Twelve, this celebrated **PATENT**, which is the one so justly renowned as OGLE and SUMMERS' INVENTION, the airtight double tubular boiler, and which experience has shown has approached nearer to perfection than any pretended rival. A little inquiry is alone necessary to incite those who have been fortunately saved from the ruin attendant on the bubble schemes, with which the unwary have been inundated, to adopt this as a mainstay upon which they may repose in perfect security. The journeys from Liverpool to Southampton demonstrate that thirty miles per hour may be accomplished in perfect safety. The mail-coach establishment (so much and so deservedly recommended) may, by means of this powerful yet small boiler, arrive at the same speed which the Liverpool Railway has accomplished; and as the system is one unaccompanied by danger, government and the steam navigation companies will, from necessity, adopt it; and, if carriages fitted with this boiler be allowed a fair and candid trial, away go at once the visionary prospects of all the present and projected railways, unless this boiler is used. Amongst an infinity of exclusive advantages may be named one of its leading attributes, that of perfect safety. It will effectually remove the possibility of a recurrence to the daily and fearful loss of lives from the bursting of the inefficient and cumbersome boilers now in use. It is capable of being applied to every useful purpose to which steam is applicable, and if adapted to railways, carriages, and steam vessels, will necessarily compel all previous efforts to hide their diminished heads. Also, the two steam carriages, one of which is now fitted up with the above boiler, with some useful appendages; as also two of the patent boilers ready for use. Capitalists, engineers, and speculators will do well to give to this patent a thorough and searching investigation, with a view to demonstrate the utter inability of any previous efforts as compared with the present patent. Facts are stubborn things, and the uninformed in the mystery of the mechanical process are invited to seek ocular demonstration, as a certain fortune must be the result of industry and a little capital: in fact, no project that has been offered under the auspices of the richest and most respectable millionaires of the city, holds forth such inducements for the formation of a joint-stock company, on the most extended scale, for the manufacture and general application of this patent boiler, the patent for which is only to be parted with on account of the proprietor possessing no genius for, or inclination to engage in, mechanical pursuits.

The specification of this invaluable patent may be seen, daily, at Mr. Robins's offices, Covent-garden, where particulars may be had; and where the evidence of scientific engineers, &c., before the committee of the Houses of Lords and Commons, regarding the power and safety of this boiler, and the danger of large chamber boilers, may be perused.

UNRESERVED SALE AT THE SALFORD IRON WORKS.

MR. T. M. FISHER, will **SELL BY AUCTION**, on Monday, the 11th of June next, and following days, at the Iron Foundry and Boiler Yard, belonging to the late Messrs. J. and T. Sherratt, situated in Hardman-street and Brown-street, Salford—the STEAM-ENGINES, BORING-MILLS, planing, slotting, drilling, grinding, and screw machines, slide and hand lathes, vices, steam-boilers, punching and clipping machines, plate, rod, and angle iron, gasometer, retorts, purifier, pipes and burners, powerful cranes, weighing machines, trunks, beams, scales, and weights, boiler and timber carriages, broad and narrow-wheeled carts, trucks, moulders' and core boxes, cupola and blast furnaces, smiths', turners', joiners', moulder's, and boiler makers' tools, grindstones and glaziers, wrought, cast, and scrap iron, chains, old and new brass, copper, timber, joiners' benches; a large new stock of the best Lancashire and cast steel, Sheffield plates, beams, screws, brass water guage, stop and gas taps, gas, steam, and water piping, shafting, counting-house desks, counters, clocks, drawing boards, machinery plans, maps, iron safes, models, pneumatic engine, and the large, varied, and comprehensive stock of patterns.

The steam-engines comprise one fourteen-horse slide valve condensing engine, with twenty-horse boiler and feeding apparatus; and one ten-horse hand gear condensing engine, with twenty-four-horse boiler. The boring-mills include one horizontal mill for steam cylinder, one ditto for air pumps, one centre mill for jack pumps, all fitted-up with sliding boring heads, racks, carriages, railways, coupling, catch and slide boxes, pedestal, wall and face plates, and top screws, and connected with these are four excellent lathes, one for turning piston covers, cylinder tops, and large beams; two strong double centre lathes, for turning heavy shafts or beams; one four-speeded lathe, and one hand lathe, all fitted-up with face and wall plates, pedestals, brasses, trunks, and shafts. The slotting machine is nearly new, and capable of slotting twenty-two inches. The planing machines are self-acting, and in first-rate working condition—one twenty-one and the other nine feet long. The upright drilling machines are of modern date, and in very good order, with vertical screw and extra motion for boring. The screw machine is of the best make, and fitted with taps and dies, for cutting from half to one and a half inch screws, with change gearing, &c. The slide and hand lathes are of various dimensions, from seven to twenty-four inches, on the most approved principle, in excellent working order, and fitted up with back gearing, top speeds, &c. complete. In the boiler yard are two new cylindrical boilers, each twenty-three feet long by six feet wide; one waggon ditto, twenty three feet long by six feet wide; one cylindrical ditto, twelve feet long by six feet; two excellent punching and shearing engines, good drilling machine, and a quantity of the best new boiler plates. The gas apparatus includes three retorts, hydraulic main, condensing vessels, gasometer, with strong iron plates, fifteen feet diameter by fifteen feet deep, with inlet and outlet pipes, chains, counterweights, main and branch pipes, and burners. There are one crab, one universal, and twenty-four fixed wood and iron cranes, with rope and chain falls, iron blocks and pulleys, capable of raising from one to ten tons. A capital lever weighing machine for eighty-five cwt., and a portable ditto for thirty cwt., six pairs of tones, and several large beams, scales, and weights. Three air furnaces, and two cupola ditto, with blast, all in good order; and a very large assortment of moulders' boxes. Several grindstones and glaziers, of different sizes. The smiths' tools are numerous and complete, and consist of anvil, bellows, swages, jumping blocks, maundrills, hammers, punches, chisels, and many sets of stocks, taps, and dies. The turners', joiners', boiler makers', and moulder's tools, are all of the first quality, and in very great quantity. The patterns embrace a perfect assortment of all sorts and sizes of steam-engines (particularly for collieries, for which the firm has been so long celebrated), hydraulic presses, saw mills, and a most complete set of spur, mitre, bevel, and mortise gearings. Several broad and narrow-wheeled carts, trucks, waggons, and boiler carriages.

Also, a very large quantity of wrought, cast, and scrap iron, old brass and copper, chains, capital assortment of the best Lancashire and cast-steel, Sheffield new plates, nails, screws, brass water guage, stop and gas taps, gas, steam, and water pipes, black and polished wrought iron shafting, pulleys and pedestals, several iron safes, three excellent clocks, a beautiful working model of a pneumatic engine, twenty maps of counties, &c., mounted on canvas and rollers, models, plans, sections, drawing boards, several good mahogany desks, chairs, tables, and the usual counting house requisites.

The sale to commence each morning at Eleven o'clock punctually.

Catalogues will be ready for delivery on the 4th of June, and may be had at the

Midland Counties Herald Office, Birmingham; at Courier and Mercury Offices, Liverpool; Advertiser Office, Stafford; and Intelligencer and Mercury Offices, Leeds; from Messrs. Slater and Heels, Solicitors, Princess-street; or from the

Auctioneer, 6, Newall's-buildings, Market-street, Manchester.

Published at 57, King-street, Westminster; H. Hooper, Pall Mall East; Groombridge, Panyer-alley.

THE P A T E N T S A F E T Y F U Z E, for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F. R. S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Cam-

bridge, Cornwall.

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PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT STOCK COMPANIES.

WEDNESDAY.

Birmingham and Derby Junction Railway—Bill read second time, and committed to Sir Erdley Wilmot and the Warwick list.*Hartlepool Dock and Railway Bill*—Petition against; referred to the committee on the bill; counsel ordered.

THURSDAY.

Bristol and Exeter Railway Bill—Lords amendments agreed to.*India Steam Ship Company*—Petition for leave to present a petition for a bill reported; leave given; petition presented accordingly; referred to the select committee on petitions for private bills.*Railway Communication (Scotland)*—Petition of the Chamber of Commerce and Manufacturers of Edinburgh, that a survey be made of the best line of communication by railway betwixt London and the capitals of the north and west of Scotland; ordered to lie on the table.*Oxford and Great Western Union Railway*—Report further considered; amendments agreed to; bill ordered to be ingrossed.*Edinburgh, Glasgow, and London Railway*—Motion made, and question proposed, “That an humble address be presented to Her Majesty, that she will be graciously pleased to give directions for the appointment of a commission to ascertain and report on the best line for a communication by railroad from London, and the manufacturing districts of England, to Edinburgh and Glasgow;” motion, by leave, withdrawn.*Edinburgh, Glasgow, and North of England Railway*—Motion made, and question put, “That an humble address be presented to Her Majesty, that she will be graciously pleased to give directions for the appointment of an engineer or engineers, to ascertain and report on the best engineering line for a communication by railroad from the north of England to Edinburgh and Glasgow, in communication with the existing railways from the south;” the House divided; ayes 53, noes 53; whereupon Mr. Speaker declared himself with the noes.

FRIDAY.

Grand Junction Railway—Bill read third time, and passed.*National Loan Fund Life Assurance Society Bill*—Time enlarged for report till Wednesday, June 20.*Preston Railway*—Bill read second time, and committed.*Newtyle and Coupar Angus Railway*—Bill reported; report to lie on the table, and to be printed.*Oxford and Great Western Union Railway*—Bill read third time, and passed.*Dean Forest Mines Bill*—Report further considered; amendments agreed to; bill to be read third time on Friday next; bill, as amended, to be printed.*Dean Forest Encroachments Bill*—Report further considered; amendments agreed to; bill to be read third time on Friday next.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

WEDNESDAY.

The House did not meet to-day.

THURSDAY.

The Poor Relief (Ireland) Bill was considered in committee, the Duke of WELLINGTON and other peers proposing amendments. It occupied the whole evening; progress was reported, and the remainder of the bill stands adjourned for consideration on recommitment.

FRIDAY.

In answer to Lord Brougham's inquiry, Lord GLENELG stated that martial law was proclaimed in Canada by the Governor, and Lord GOSFORD said that he had done so in obedience to the advice of the law authorities. Their lordships then resolved into committee on the Poor Relief (Ireland) Bill, which occupied the remainder of the sitting.

HOUSE OF COMMONS.

WEDNESDAY.

Mr. RICE laid upon the table papers relating to the Waterloo Annuities Bill.—Lord J. RUSSELL moved the order of the day that the report on the Municipal Corporations (Ireland) Bill be brought up.—Mr. HUME moved the second reading of the County Rates Bill, which was rejected by a majority of 68.—The expenses at Elections Bill was thrown out by a majority of 28.—The Copyright Bill, after some sharp discussion, was committed *pro forma*, and was ordered to be reconsidered on the 20th.—The Lord's-day Bill was also committed *pro forma*; three amendments were added, and the report is to be discussed on the 27th.—Mr. LYNCH's Married Women's Bill was thrown out by a majority of 35.—The High Sheriffs Bill was thrown out without a division.—Several colonial returns were ordered on the motion of Mr. PEASE, after which the House adjourned.

THURSDAY.

Mr. HINDE moved for the appointment of a commission to ascertain, and report on, the best line for a communication by railroad from London and the manufacturing districts of England to Edinburgh and Glasgow. Upon a division, the numbers were found to be equal (53 on each side), when the SPEAKER gave his casting vote against the motion.

FRIDAY.

The Grand Junction Railway Bill was read the third time and passed; the time for presenting the Report on the Middlesex County Courts Bill was extended, after a division; and the Oxford and Great Western Union Railway Bill was read the third time and passed, after a division, the Ayes being 79, Noes 26.—The House resumed the consideration of the Report on the Bences Plurallities Bill.

LAW INTELLIGENCE.

THE GREAT WESTERN RAILWAY COMPANY.

COURT OF EXCHEQUER—JUNE 4.

Penney v. THE COMPANY.—This was an argument upon a demurrer to a plea. The declaration stated that after the making of an Act of Parliament, by which the Great Western Railway Company was formed on the 15th of July, the plaintiff required of the defendants to purchase a mansion-house and some land belonging to him, and that the defendants would not agree to do so; that a jury was accordingly summoned, and decided the adequate compensation to be 750*l.*; and that long before the commencement of this suit the space of two calendar months had elapsed after the sum of money was awarded by the jury. The pleas were, firstly, that the defendants had been ready and willing to pay the said sum of money upon the plaintiff showing his title to the house and lands, and that long before the commencement of the suit they required the plaintiff to show a good and sufficient title, and offered to pay upon his showing it; and, secondly, that the plaintiff had not at the time when the jury assessed the said sum a good and sufficient title, and that he had been since unable to show or make such a title.

Sir F. POLLOCK appeared in support of the demurrer, and Sir W. FOLLET in support of the pleas.

The COURT gave judgment in favour of the defendants, considering that plaintiff could not recover upon his declaration. Leave was, however, given to Sir F. Pollock to amend the declaration.

LONDON AND CROYDON RAILWAY COMPANY.

COURT OF COMMON PLEAS—JUNE 5.

Boyd v. THE COMPANY.—This was an action of trespass, in which a verdict had been entered for the plaintiff, and a rule *nisi* obtained last term for a nonsuit, on the ground that the defendants had not received due notice of trial. The question in the case was, whether the word *person* in the Act of Parliament, passed for the formation of the railway, was intended to include a company or body corporate, or, in other words, whether the privilege of receiving a month's notice of trial was meant to apply to the case of a “corporation,” although the word *person* only might be used. The rule came on for argument to-day, andThe COURT decided that the word *person* was intended to include a corporation, and that therefore the rule for a nonsuit must be made absolute.

Rule made absolute accordingly.

BAIL COURT—JUNE 7.

The Queen v. THE COMPANY.—Upon a former occasion Mr. Petersdorf had obtained a rule calling upon the company to show cause why a *mandamus* should not issue calling upon them to summon a jury to assess the damages which a party had suffered in consequence of the company's having purchased and stopped up the Croydon Canal, upon which the applicant followed the occupation of a barge and lighterman. He claimed compensation for the loss of his trade for seven years and a-half, the amount of the demand being altogether 140*l.*

Mr. Justice COLE RIDGE had taken time to consider the application, and stated that morning that he should refuse the rule. The party applying could only claim, if at all, under the 35th section of the act, which declared that any landowner, &c., through or near whose land the road was to pass should receive compensation for any injury done to his land, &c., and then went on to state “or for any damage, loss, or inconvenience which may result from the execution of the works described” in the act. Although the term “landowner” was not repeated in the latter part of the section, he (Mr. Justice Coleridge) thought that persons of that class alone were entitled to the compensation therein allowed, and that it never could have been the intention of the Legislature to provide compensation for third parties who might suffer any inconvenience through a necessary injury which was the result of a lawful act of the company. The loss of the applicant was merely the consequence of a rival establishment having been set on foot. He thought the company had been justified in the resistance which they had made to the

claim, and that in giving him the price of three barges which had become useless to him by the stopping of the trade of the canal, they had gone quite as far as they were bound to do.

TIPPERARY MINES.

COURT OF CHANCERY—JUNE 6.

Taylor v. Salmon.—This was an appeal from a decree of the Vice-Chancellor. The bill was filed by Mr. John Taylor, on behalf of himself and others, to compel the defendant to hand over to them an agreement for a lease of some mines on the estate of Lord Dunally, in the county of Tipperary. It appeared that Salmon had a promise of a lease of the mines, and that he applied to Taylor to form a company of English capitalists to work them. Taylor entered into a negotiation for that purpose, and in August, 1836, conceived that negotiation to be so advanced, that he sent a person named Francis to take possession of the property in the name of the company. The mines have been worked since that time; but Salmon having obtained an agreement for the lease from Lord Dunally, refused to surrender it to the company on the ground that they have not fulfilled the promises made to him by Taylor, as a bonus for procuring the lease. The Vice-Chancellor, at the hearing of the cause, was of opinion that the agreement between Taylor and Salmon, of whatever nature it might be, had nothing to do with the question raised by the bill, which was simply whether Salmon had or had not made himself the agent of the company, for the purpose of procuring a favourable lease of the mines. His Honour was of opinion that the evidence and the admissions in the answer fixed him as an agent, and ordered him to transfer the agreement to the company. Against this decree Mr. Salmon appealed.

Mr. Wigram and Mr. L. Wigram supported the decree.—The Solicitor-General, Mr. Wakefield, and Mr. Wray argued that the evidence was too vague and contradictory to bear out the assertion of agency, and that the parties before the Court were not, for any thing that was proved, those parties really entitled to sue.

Mr. SHARPE appeared for Lord Dunally to submit to the decree of the Court; but he was also instructed to say that Lord Dunally did not prefer Mr. Salmon as his tenant, and that he was willing to execute a lease to Mr. Taylor.

Mr. WIGRAM having replied, judgment was postponed.

THE SOUTHAMPTON RAILWAY.

BAIL COURT—JUNE 6.

The Queen v. THE COMPANY.—Mr. HILL applied to the court for a writ of *advertisari* to remove into this court an indictment that had been preferred against the Southampton Railway Company for digging a trench across a turnpike road. The learned counsel said that there were several important points likely to arise relative to the construction of the Act of Parliament by which the company was formed, the decision relative to which was of great importance to the company; for if it should be against them, they would be compelled to alter their line of road.

Mr. Justice COLE RIDGE said, that in all applications of this kind it was invariably alleged that on the trial important facts of law were likely to be discussed which ought to be decided by a judge of one of the superior courts, and frequently where the alleged important points could be equally well decided in the courts below. He would look into the affidavits before he gave his judgment.

NOTTINGHAM WATERWORKS COMPANY.

BAIL COURT—JUNE 7.

The Queen v. THE COMPANY.—This case has been several times before the Court. The only question which remained for consideration upon the present occasion was whether the lady (Mrs. Sarah Turner) whose mill had been injured by the operations of the company should obtain the costs of the applications which she had been obliged to make to the Court, in order to compel the company to make her compensation for the damage.

His Lordship had taken time to consider the point, and this morning intimated that he thought Mrs. Turner entitled to her costs.

LONDON AND BIRMINGHAM RAILROAD.

COURT OF COMMON PLEAS—JUNE 8.

The Duke of GRAFTON v. THE COMPANY.—This was a special case, submitted to this court by the Master of the Rolls for the opinion of the learned judges upon the subject in dispute. The question was relative to the title of the Duke of Grafton to some property which he had sold to this company, the said property having been originally granted by King Charles II. to Lord Euston, ancestor of the present duke.

The COURT having heard the arguments on both sides, deferred giving their opinion till a future day, and the question will ultimately be decided in a court of equity, when the circumstances of the case will be detailed.

ENGLISH MINING ASSOCIATION.

ROLLS' COURT—JUNE 8.

Vivian v. Humphreys.—Mr. ERLE, Mr. PEMBERTON, Mr. RICHARDS, and Mr. ANDERSON opposed the application for a new trial. The issue which had been directed was, whether the Bolenna mine was included in the lease of the Great St. George's mine, dated the 11th of September, 1822, granted by Mr. Carpenter to Mr. Humphreys. The jury, after a patient investigation, had upon the first trial found that it was; but upon the two last trials, they had determined that it was not; this finding was also supported by other facts, inasmuch as it now turned out that the lease comprised such lands only as formed part of the estate of the Duchy of Cornwall, while the Bolenna, it appeared, was freehold. In order, therefore, to prove these facts, evidence of the acts and declarations of the parties had been admitted, though they were not contemporaneous with the granting of the lease, but this was not given for the purpose of contradicting the deed or anything contained in it, but merely to explain a latent ambiguity. It was for this only that the evidence of Mr. Williams, who was one of the lessors of the premises, had been given.

Lord LANGDALE observed, that the objection of the other side was not to the examination of Mr. Williams, as a witness, but to his understanding of the meaning of the deed being admitted as evidence.

Mr. RICHARDS observed, that it was conceived that Mr. Williams's evidence was properly admitted, as it was only to prove whether the lands were par or no parcel of those contained in the lease. It was therefore desired by the plaintiffs in this suit, as the trial was merely for the instruction and information of the court, that it should be considered satisfactory.

Mr. Sergeant HOMPAS's reply was postponed till Monday next, as the case of Kaye v. Marshall had been specially appointed for Saturday, this day.

JOINT-STOCK BANKS.—In the House of Commons, on Thursday evening, a return was ordered, “of all joint-stock banks in England that have suspended payment, or have become bankrupt, from 1832 to the present time. Also, a return of all private banks in England that have suspended payment, or have become bankrupt, from 1832 to the present time; distinguishing those situate within sixty-five miles from London from those beyond that distance (in continuation of Parliamentary return, No. 489, of 1833).”

PATENT ZINCED IRON.—Mr. CRAWSHAY, is said to have sold his extensive Tin Works at Treforest, Newbridge, to a London company, who have lately purchased the patent for covering iron plates with zinc instead of tin. Mr. CRAWSHAY himself retains a considerable interest in the establishment, and is one of the directors; his son, Mr. Francis CRAWSHAY, continues the principal manager. Some persons believe that the above patent will produce a complete revolution in the tin trade—time will show.—*Monmouthshire Merlin*.

LEAD.—Chemists have long turned their attention towards the different combinations of water and acetic acid with oxide of lead, and which are so valuable to medicine, to the arts, and to analysis; but the subject is still incomplete. M. PAYEN, however, has been making some important progress in this branch of chemistry, and the most interesting part of his labours consists in the discovery of a new acetate of lead, and an equally new combination between water and protoxide of lead. In the course of his researches, he has been able to explain several phenomena, the causes of which have been hitherto unknown, and which are highly interesting in the matter of analysis.

EAST INDIA COMPANY'S MUSEUM.—The directors of this company have ordered their museum to be opened every Saturday from eleven to three, free, and without tickets to the public. If the store of curiosities and of beautiful specimens of natural history which have so long accumulated in that house are well arranged, it will certainly constitute a valuable addition to the rational sights of the metropolis, and help to persuade foreigners that we are no more deficient in taste than in enterprise.

ARTIFICIAL RUBIES!—Dr. ELLET, professor of chemistry in the South Carolina college, has been very successful in producing artificial rubies and emeralds, so that CHARLSTON is likely to rival the famous city of EL DORADO, as described with such magnificence in Voltaire's *Candide*. This Aladdin-like professor accomplished his task by means of pure alumine acted on by the compound blowpipe, with chrome as the colouring matter. Perfect rubies were produced by Professor ELLET, which easily scratches an agate seal. The basis was pure alumine, and the colouring matter lithium chromate of potash. If the specimen be taken as soon as used, it is a ruby—if the heat be continued the chromic acid is converted into oxide of chrome, and an emerald is the result!—*New York Herald*.

PROCEEDINGS OF PUBLIC COMPANIES.

LLANELLY RAILWAY AND DOCK COMPANY.

A general meeting of the shareholders of this company was held at the London Tavern, on Monday, the 4th inst.

ROBERT BIDDULPH, Esq., in the chair.

The secretary read the report, as follows:

REPORT.

The committee commenced by stating that since their last annual general report all their calculations and estimates have been fully established, except an extension of time, for about five or six months, in completing the railway, arising chiefly from the great severity and long continuance of the last winter; that this circumstance (which could not be foreseen), will, in a certain degree, affect the amount of profit in the returns for 1839, but will in no way diminish the revenue for 1840. That the committee see no cause whatever to doubt the favourable results hitherto contemplated, but, on the contrary, that subsequent circumstances have shown the calculations of returns not to have been exaggerated, but rather to have been underrated. In proof of this, since the last annual report, preparations for mineral work on the new line have been prosecuted with much zeal and activity; not only have two capitalists entered into arrangements for working the Gorsy Garnant Anthracite Colliery, sixteen miles from Llanelli (which is now waiting the arrival of the railway), but a copartnership has also been formed, and leases now being taken to work the anthracite coal, and smelt iron close to the company's new line of railway, fourteen miles from Llanelli; to accomplish which purpose, blast furnaces and apparatus are to be erected without delay. There are also other parties in negotiation with the mineral proprietors on the new line for opening collieries and iron works; whilst one coal owner, who has for some time had his colliery at work on a limited scale, for want of means of transport, is willing to enter into an engagement to pay the company, as a minimum sum, 100*l.* per annum, provided they will make a branch from their main line to his colliery (a distance of 2*1/2* miles), from which he insists that the railway returns will be at least 3000*l.* a year.The committee then proceed to observe upon the very important practical discovery of smelting iron by the means of the hot-blast with anthracite coal only, and stated that the iron thus made is believed to be even superior to that manufactured by the old method, and proved to be made at near fifty per cent. less expense than the cost of pig iron in other parts of the principality. A discovery of so important a character cannot but have the effect of transferring much, if not all, the lucrative trade now carried on in iron in other parts of South Wales, to the vicinity of the company's railway, where anthracite coal and iron ore are abundant, and where all the requisites and advantages for that manufacture can be embraced without delay. It is also proper here to remark, that experiments are in the course of progress for proving the applicability of anthracite coal to the purposes of steam navigation, by which the use of 7*1/2* cwt. of that fuel will be equal to 20 cwt. of the Sunderland coal now used in the furnaces of steam vessels. It is believed that this important desideratum is near a practical realisation; indeed, it has been stated, that the discovery has been found successfully applicable to boilers and furnaces constructed on a new principle, adapted to the use of anthracite coal. Although the probable consumption of anthracite for smelting and steam navigation purposes will effect a great alteration by the substitution of Welsh coal for other coal now used, it must not be omitted to be stated that the increasing demand for anthracite or stone coal (which emits no smoke) for domestic purposes in London, is becoming greater every day, and that the present limited supply is totally inadequate to meet the wants of consumers.

The probable results of such a transference of a great branch of trade will, in all likelihood, be so important, that it would not become the committee to make any specific calculations; they would prefer rather leaving it to the individual conceptions of the proprietors—satisfying themselves by alluding to the fact and the probabilities resulting therefrom. Whilst, however, the committee abstain from any particular estimates on the new line in reference to the favourable circumstances just related, they do not feel themselves precluded from calling the attention of the meeting to the returns of the old or pre-existing line of railway. On referring to the tonnage on the old line (of only about two and a quarter miles in extent) for the year ending March 1836, it will be found that 47,276 tons were brought down; in the year ending March, 1837, 77,773 tons; and for the fourteen months ending 28th April, in this year, 127,253 tons, making a progressive increase for the year just ended of more than double the quantity as compared with the year 1836, and half as much again as compared with 1837.

These returns, it will be observed, contain no tonnage from any part of the new line, but are solely derived from the old line of railway, and evince not only the correctness of the anticipations of the committee, but the great and increasing demand for Welsh coal, and the facilities of the company's capacious floating-dock in the shipment of the augmented produce.

The committee have during the past year decided on making some outlay in improving the channel entrance to the dock, as well as more effectively to buoy the navigation, which, together with the powerful aid of the company's new steam towing vessel (*the Hercules*), ships of from 600 to 700 tons register, have been enabled to load out and depart with the greatest ease and safety, whilst the steamer has been employed on one occasion in saving a vessel of 250 tons register, homeward bound, from becoming a wreck, and for which service the committee hope to be able to report hereafter that a handsome sum has been awarded for salvage. The number of vessels, large and small, which have entered the dock since the last annual report, has been 438, which, by comparison with the number that entered in 1837, is as five to three, showing an increase of 168 vessels.

The state of the new works may be briefly described as follows:—The whole of the contracts for making the main line, and the branch up the Cwm Amman, being together about nineteen miles, are let.

The CHAIRMAN observed, that the accounts were brought up to the end of April, not, as some might suppose, to give an increased amount of tonnage, but that the shareholders might have the statement of their affairs made up to as late a period as possible.

Mr. HARRIS inquired if the expense of the works had been found to be underrated in the estimate?

The CHAIRMAN said, that in every instance but one, and that in the expense of some land, the estimates had exceeded the actual cost. This was very satisfactory, as it proved that the directors had not formed their opinions respecting the undertaking with haste, but, on the contrary, after mature deliberation. He accounted for this in a great measure to the plan they had adopted of giving the line out in small contracts; by that plan the price of labour and materials had not been raised in one instance, and he believed that this was the only railway company that could boast of having executed the line below the estimate.

It was then resolved unanimously, "That the report be received and adopted, and entered on the minutes."

Mr. J. SIMS (a director), then referred to the Act of Parliament providing for the making of dividends. He had great pleasure in doing so, and when they considered the time at which the calls were paid up (in July and November), it would make the dividend 6½ per cent. instead of 4. He expressed his belief that all the anticipations of the directors would be realised. He considered there were two very favourable circumstances relative to this company, one was that they were authorised by Act of Parliament to charge three-halfpence upon every ton of coal brought down by the railway; and the other was far more important than this—that the Llanelly line would be the only outlet on that coast for the exportation of coal, and, added to this, the valuable dock they had would ensure a ready and large market; it would be shipped hence to all parts of the continent and America. The North American steam vessels would naturally come there, as it had a double advantage, of costing less money and occupying less room than common coal. He felt fully sensible of the value of the undertaking, and begged to move that—

It appearing that a net surplus of 1549L 17s. 4d. has been realised since the last annual meeting on the profits of the company's works, up to the 28th April last, that a dividend of four per cent. be paid on 45L per share to such of the proprietors as shall have paid that amount per share on or before the 14th March last, being at the rate of 6½ per cent. for the last year on the capital subscribed; that the dividend warrants be ready for issue to the proprietors on and after the 16th of July next.

Captain PROBYN (a director), congratulated the proprietors upon the state of their affairs, and submitted a statement, showing the increasing importance and value, as well as safety and security of the port of Llanelly to the shipping interest. He proved that during the last three years, out of about 3400 vessels that had come to their port, eighteen only had met with accidents, and only three had been lost. Now this entirely set at rest the prejudicial notions against the safety of the dock, and he felt sure that it was only necessary that such should become generally public, to remove erroneous impressions. The motion submitted by Mr. Sims was then carried unanimously.

Mr. S. N. BARBER then rose, and expressed the sense of obligation he considered the company was under to the directors; they had laboriously and zealously watched over their affairs, and now had succeeded in thus early bringing them to a successful issue; they had served them without any remuneration, and he thought it was now time that the shareholders should evince the thanks they owed them, by voting a sum to the board as a remuneration for their services. He begged to name 500L Col. PURCHAS seconded the motion, which was carried unanimously.

Mr. HAINES moved, and the Hon. G. S. HOTHAM seconded—

That the thanks of this meeting be presented to the secretary for his zeal and activity in the discharge of his several duties, and for his attention to the general interests of the company.

The thanks of the meeting were then voted to the chairman, for his able and impartial conduct in the chair, and the meeting separated.

LONDON GRAND JUNCTION RAILWAY.

A special general meeting of the shareholders was held at the City of London Tavern, on Friday, the 8th inst.

W. CASH, Esq., in the chair.

The CHAIRMAN, in opening the proceedings of the day, adverted to the decision at which the committee of the House of Commons had arrived in throwing out the amended bill, whereupon the solicitor of the company read the report.

The substance of the report was that of a retrospective glance at the past proceedings of the company, and referred to the application made to Parliament for an extension of the powers granted by the Act, but which had not been attended with success, the committee having thrown out the Bill, although it had not for its object any alteration in the original provisions of the Act, except that of extending the time for the purchase of property on the line, which was confined to two years, expiring in July next, whereas the time for completing the railway was not until 1843. The non-payment of the calls made was stated as having precluded the directors from carrying on the undertaking, and thereby involved the necessity of application to Parliament for further time. About 7700L had been paid up on personal and written application to the shareholders in arrear, and which had been responded to on the part of the Liverpool and Manchester proprietors, but with little success in London. The directors attributed their inability to obtain the amended bill from the opposition raised by the London and Birmingham Railway and Regent's Canal Companies. The balance at the bankers was stated to be 3512L, with but little liabilities existing. The directors, in closing their report, recommended that a further application to Parliament be made in the ensuing session, and that the expenses be in the interim limited, so far as might be found practicable.

Mr. CARVALHO animadverted on the financial statement submitted to the meeting, and more particularly on the amount paid the late solicitor of the company (Mr. Richardson), 1600L being charged in addition to 14,000L before entered in the accounts. He further inquired whether the 1000 shares which the directors had undertaken to pay upon by virtue of an agreement entered into by them had been paid? He contended that as the report read included matters of account, such portion of the report should be expunged, unless the meeting were at liberty to enter into the subject, and discuss the several items.

Mr. GALLOWAY (an ex-director) considered that the accounts to which Mr. Carvalho had referred had only for their object the illustration of the affairs of the company, and that they ought not to form subject of discussion, as the meeting was called for a particular object.

The SOLICITOR of the company here read the clause in the act which defined that the proceedings of the day must be confined to the specific object for which the meeting were convened.

In reply to a question from a proprietor, the CHAIRMAN stated that of the amount paid as deposits for land, &c. (the expenditure being about 40,000L), the whole, or nearly all, would be lost, should the company not prosecute the undertaking. And in answer to Mr. Carvalho's query, with respect to the 1000 shares, he observed that four out of six of the directors had complied with the terms of the bond referred to. The liabilities of the company were about 300L to 400L, and a deduction had been made from Mr. Richardson's bill of 250L. From a conversation which ensued, it appeared that for one-third of the line engagements had been entered into, but that the remaining two-thirds required the powers of an Act of Parliament, as no private contract can be made having regard to the interests of the company.

The report was then received and adopted, but few shareholders expressing their assent, although there were no dissentients.

Mr. ORMSBY GORE, M.P., expressed a wish to state to the meeting some particulars of his connection with the company; he observed that upon the first plan of the railway being brought to him, he expressed his dissent, and refused to be a party to the undertaking, when it was again brought him under a different form (viz., to carry the line above instead of below the surface), he accepted to take charge of the bill through Parliament, and notwithstanding seven oppositions, they succeeded in obtaining their act; he observed, that he had held his interest in the undertaking throughout; he commented very severely upon the conduct of the members of the committee in the House of Commons in the course they had pursued in throwing out the bill; he felt assured, that the opposition arose solely from individual interest, and had no doubt but that it would be traced to the proper source; he had some thoughts whether the directors of the London and Birmingham had not a project of their own in mind, with which the London Grand Junction company would interfere; he observed, that from the commencement of the company, he had put forward

his inability to attend the board from want of time; he had, however, overcome that difficulty, and ever since a cloud had hung over their interests, he had regularly attended.

Mr. GALLOWAY wished, before the adjournment of the meeting, to bear his testimony to the praiseworthy conduct of the directors; he considered that they had acted in a manner most admirable in watching over their interests, and begged to move that the thanks of the proprietors be given to the directors for their efficient services, which motion being carried unanimously, the meeting adjourned.

UNITED HILLS MINING COMPANY.

The annual general meeting of the shareholders of this company was held at the George and Vulture Tavern, on Wednesday, the 6th inst.

Sir T. TURTON in the chair.

The mining captain's report being read, the secretary submitted the directors' report; which stated that there was only a balance at the bank of 150L—but that this was satisfactorily accounted for by the large sum (3600L) that had been laid out in the purchase of machinery, engine-house, &c. Relative to the 400 shares that had been kept back by the directors with the consent of the proprietors, as a reserve fund, the directors suggested that, in order that such shares should not be thrown upon the market, they should be divided among the shareholders in the shape of a dividend; to effect which, they advised that the shares be given at the price of 12L 10s., the amount of the dividend to be 17 per share. By the agents' reports, the directors were glad to see that as they got into deeper levels they should come into richer ground.

The CHAIRMAN observed, that the continuance of the lease had been agreed upon between the directors and Duchy officers individually, but not officially—that, however, he had no doubt would be shortly settled.

It was then resolved, "That the report and accounts be received and adopted."

Mr. BOURDILLION moved a resolution to the effect, "That the 400 shares be disposed of to the shareholders according to their interest in the mine, at 12L 10s. per share, so as to constitute a dividend of 17 per share, and if any surplus remains over, to be put apart for the ensuing dividend." This produced a long and animated discussion, in which the chairman took an active part.

Mr. GRINSON contended that these 400 shares should be either sunk in the capital of the company, or else that it should be set apart as a reserve fund to meet contingencies—he preferred the latter—certainly that no dividend should be declared therefrom. It formed part of the capital of the company, and he should strongly oppose declaring dividends out of the capital and not the profits; the effect would be that the value of the shares would be lowered, and that very likely a call might afterwards be required; he should move, as an amendment, "That the 400 shares should be merged in the capital of the company, and that no dividend should be declared therefrom." This was withdrawn upon Mr. TYERS moving, as another amendment, "That they be kept back as a reserve fund to meet any contingency of the company, and not to be sold without the consent of a special meeting of proprietors."

Some conversation ensued on the mode that should be adopted for dividing the 400 shares, supposing that measure were to be decided on, it was found that they could not be disposed of equally if all were divided, but that there would be a surplus.

Mr. D. CAMPBELL (a director) suggested that the shares should be sold, and that the proceeds should be divided among the shareholders, as a dividend of 17 per share.

Mr. CLARKE (a director) gave it as his opinion that they should be merged in the capital of the company, and that the company should consist of 3600 shares. He had no doubt that they would be best consulting their own interests if they disposed of them in this manner.

Mr. GRINSON thought it ought to be taken into consideration that there was a claim put forward by the assignees of Mr. Clark of 1000L, corresponding to the amount Sir Thomas Turton had from the company; now, if they disposed of these 400 shares, they would take away the means they had of liquidating such claims.

The CHAIRMAN expressed himself rather strongly upon this subject—thought his honour impugned—and wished to know why Mr. Gibson did not go to his attorney, if he thought himself aggrieved.

After some warm and irrelevant discussion, Mr. Bourdillion's resolution was read again, and Mr. Tyers' amendment was put, but lost by the chairman's vote, when a ballot was demanded thereon.

The chairman, who retired from the direction by rotation, was re-elected, and the auditors having been appointed, the meeting adjourned.

BRITISH NORTH AMERICAN BANK.

The second annual meeting of the proprietors of shares in this undertaking, which was established for the purpose of affording facilities to the trade of the British dependencies in North America, was held at the company's house, St. Helen's-place, on Tuesday, the 5th inst., for the purpose of receiving a report from the directors relative to the transactions of the bank for the last twelve months. The meeting was very fully attended by merchants engaged in the trade with Canada, New Brunswick, &c., who have taken an interest in the institution.

Sir ROBERT CAMPBELL, Bart., in the chair.

Mr. ATTWOOD, the secretary, read the report of the directors:—

REPORT.

After an interval of unparalleled embarrassment in the monetary affairs of the American continent, the directors were happy to be enabled to present a more favourable report of the progress of the bank than, under the circumstances, might have been anticipated. The branches at Halifax, United States, and St. John's, New Brunswick, which were referred to in the last report as being then in preparation, were opened on the 11th September and 4th October last respectively, and the business transacted at those places, and at the branches opened previously at Toronto, Montreal, and Quebec, has been perfectly satisfactory, the Newfoundland branch alone having hitherto, from the small amount of its transactions, failed to realise the expectations which had been formed respecting it. Officers have been recently appointed for sub-branches at Fredericton, Minich, and Picton, at which places the business of the bank will be shortly commenced, and the directors contemplate the opening of an establishment at Kingston, Upper Canada. Arrangements have been concluded with the Provincial Bank of Ireland, and with the Manchester and Liverpool District Bank, by which the greatest facilities are afforded to emigrants and others for the transmission of funds to America, through the branches and agencies of this bank.

Mr. CARVALHO animadverted on the financial statement submitted to the meeting, and more particularly on the amount paid the late solicitor of the company (Mr. Richardson), 1600L being charged in addition to 14,000L before entered in the accounts. He further inquired whether the 1000 shares which the directors had undertaken to pay upon by virtue of an agreement entered into by them had been paid? He contended that as the report read included matters of account, such portion of the report should be expunged, unless the meeting were at liberty to enter into the subject, and discuss the several items.

Mr. GALLOWAY (an ex-director) considered that the accounts to which Mr. Carvalho had referred had only for their object the illustration of the affairs of the company, and that they ought not to form subject of discussion, as the meeting was called for a particular object.

The SOLICITOR of the company here read the clause in the act which defined that the proceedings of the day must be confined to the specific object for which the meeting were convened.

In reply to a question from a proprietor, the CHAIRMAN stated that of the amount paid as deposits for land, &c. (the expenditure being about 40,000L), the whole, or nearly all, would be lost, should the company not prosecute the undertaking. And in answer to Mr. Carvalho's query, with respect to the 1000 shares, he observed that four out of six of the directors had complied with the terms of the bond referred to. The liabilities of the company were about 300L to 400L, and a deduction had been made from Mr. Richardson's bill of 250L. From a conversation which ensued, it appeared that for one-third of the line engagements had been entered into, but that the remaining two-thirds required the powers of an Act of Parliament, as no private contract can be made having regard to the interests of the company.

The report was then received and adopted, but few shareholders expressing their assent, although there were no dissentients.

Mr. ORMSBY GORE, M.P., expressed a wish to state to the meeting some particulars of his connection with the company; he observed that upon the first plan of the railway being brought to him, he expressed his dissent, and refused to be a party to the undertaking, when it was again brought him under a different form (viz., to carry the line above instead of below the surface), he accepted to take charge of the bill through Parliament, and notwithstanding seven oppositions, they succeeded in obtaining their act; he observed, that he had held his interest in the undertaking throughout; he commented very severely upon the conduct of the members of the committee in the House of Commons in the course they had pursued in throwing out the bill; he felt assured, that the opposition arose solely from individual interest, and had no doubt but that it would be traced to the proper source; he had some thoughts whether the directors of the London and Birmingham had not a project of their own in mind, with which the London Grand Junction company would interfere; he observed, that from the commencement of the company, he had put forward

suspension of specie payments; and the directors have now reason to believe, from their latest advices, that their branches will shortly be enabled to commence the issue of their notes, and make their legitimate proportion of profit by their circulation.

The accession of the bank's capital to the money market of the colonies at a period of so much pressure, must necessarily have been felt as a sensible relief, and the directors doubt not that it will have increased the good feeling previously existing among the mercantile community in favour of this establishment. It is highly gratifying to notice that very few failures of consequence have occurred in the colonies, notwithstanding the trying times through which they have recently passed, and so far as they are at present informed, the directors have reason to believe that by none of them has this bank experienced loss, which they attribute to the judgment and discretion of their local directors and officers.

With reference to the result of the operations of the bank, now to be for the first time laid before the proprietors, it may be proper to remark that, on account of the distance at which the business is transacted, and in order to insure greater accuracy, it has been determined that the accounts shall be made up to the end of the year, viz., to the 31st December, 1837.

The branches now in operation were opened on the following days, viz., Newfoundland, 15th December, 1836; Montreal, 13th March, 1837; Quebec, 21st March; Toronto, 13th June; Halifax, 11th September; St. John's, N. B., 4th October.

The report then detailed the nature and the amount of the preliminary expenses, one-fifth of which had already been paid off, the remainder to be liquidated in the space of five years, and then proceeded to give the following summary of the accounts:—

The net profits to the 31st December, after deducting all current expenses in London and at the branches, a portion of the preliminary expenses incurred in establishing the company, an amount of premium for exchange sufficient to resist the most adverse circumstances, the capital back from the colonies to England, and an ample allowance for doubtful debts, is 21,169L 17s. 7d., and the directors have much gratification in announcing that it is their intention to pay on and after the 5th July next, a half-yearly dividend of 3 per cent., being at the rate of 6 per cent. per annum on the paid-up capital in the bank.

After some conversation the report was adopted, ordered to be printed, and circulated among the proprietors.

In reply to questions from proprietors, the CHAIRMAN stated, that of the 3000L per annum allowed to the directors by the deed of settlement, in the last two years only 1767L had been taken by them. The total amount of the preliminary expenses incurred in the formation of the company was 8092L 9s. 11d., of which 1618L 10s. 6d. had already been paid off. The amount of balance in hand, after paying all current expenses, and one-fifth of the preliminary expenses, as well as the 3 per cent. declared upon the capital, was 10,762L, exclusive of the profits which had accrued since the 31st December last, the date up to which the accounts were made.

After some further conversation relative to the affairs of the bank, the thanks of the meeting were voted to the chairman, the directors, and to the colonial managers, and the meeting adjourned.

ESTIMATE OF AMERICAN STOCKS HELD ABROAD, PRINCIPALLY IN ENGLAND.

Louisiana Bank Stock and Bonds of the State	£22,000,000
Pennsylvania State Stocks	16,000,000
Do. United States Bank	20,000,000
New York State	4,500,000
Do. City	1,500,000
Alabama State	4,500,000
Mississippi do.	2,000,000
Ohio do.	3,500,000
Maryland do.	3,000,000
Virginia do.	2,000,000
Illinois do.	2,000,000
Indiana do.	4,000,000
Florida Territory	1,500,000
Farmers' Loan and Trust Company, 5 per cent. Bonds	3,000,000
New York Life Insurance and Trust Company, do. do.	1,500,000
American do. do.	1,000,000
Mississippi Bank Stock	1,000,000
Tennessee do. do.	800,000
Delaware and Raritan Company and Camden and Amboy	2,000,000
R. R. Company Bonds	14,200,000
Miscellaneous Stocks and Securities	
	£110,000,000

GALVANIZED IRON.

We last week inserted the opinions of Dr. Tait on the subject of the patent zinned iron companies, we now give a communication by Mr. Peter Spence, manufacturing chemist, of Greenwich, on the same subject, and addressed to the Editor of the *Morning Chronicle*:

"Having perused the communication of your correspondent, Dr. Tait, on the subject of the patent zinned iron companies, I was induced to repeat the experiments made by him for two reasons, which I shall state, not that I have the slightest personal interest in the success or non-success of any of these companies; but in the first place, it seemed to me that if the facts were exactly as he stated them, it became the duty of every person who knew anything of the matter to do what he could to prevent the immense waste of money which these companies intend to outlay on a process which of course is worth nothing; in the second place, it seemed strange how the testimony of Brände, and other chemists of like respectability, could be got to the success of a process which Dr. Tait had so easily demonstrated (if correct) to be an utter delusion. As acted by these motives, I

PUBLIC COMPANIES.

MEETINGS.

CORNUBIAN LEAD AND SILVER MINE, in the Parish of Perranzabuloe, County of Cornwall.—The Directors hereby give Notice, that the SECOND ANNUAL GENERAL MEETING of the Shareholders in the above mine will be held on Monday, the 18th June next, at the London Inn, Devonport, the chair to be taken at Twelve o'clock at noon, to pass Accounts, appoint Directors, and make such other arrangements as may be necessary for the future working of the mine. The Adventurers are requested to bring their Scrip Certificates to make their votes valid.

N.B.—The shares upon which the last Call was paid at the London and Westminster Bank, may be endorsed on production of the bank receipt to Mr. J. Richards, Cornubian Mine Office, 12, George-yard, Lombard-street.

Devonport, May 21.

PERRAN CONSOLIDATED MINING COMPANY.—Notice is hereby given to the shareholders in this company, that the FOURTH ANNUAL GENERAL MEETING will be held on Wednesday, the 4th of July next, at the office of the company, No. 2, St. Mildred's-court, at Twelve for One o'clock precisely.—London, June 6.

ST. JOHN DEL REY MINING COMPANY.—At a Special General Meeting of the proprietors of the St. John del Rey Mining Company, held at the company's office, on Friday, the 1st of June, it was resolved,—

That the directors be authorised to retain one-half of the deposit fund, for the expenses of the company, and that the remainder be divided among the proprietors. Notice is hereby given, that a SPECIAL GENERAL MEETING of the proprietors of the said company will be held at the company's office, 8, Tokenhouse-yard, on Friday, the 15th June, at Two o'clock precisely, for the purpose of confirming the said resolution.

GEORGE D. KEOGH, Secretary, 8, Tokenhouse-yard, June 2.

CALLS.

BLAENAVON IRON AND COAL COMPANY.—CALL OF FIVE POUNDS PER SHARE.—Notice is hereby given, that the proprietors are required to pay the sum of FIVE POUNDS per share, at one of the undermentioned banks, on or before the 16th July next:

London—Messrs. Masterman, Peters, and Co.; Messrs. Denison, Heywood & Co. Liverpool—Messrs. A. Heywood, Sons, and Co. Stourbridge—Messrs. Bate and Robins.

Abergavenny—Messrs. Bailey and Co.

By order of the Board,

W. W. JONES, Secretary.

WHEAL GILBERT TIN AND COPPER MINING COMPANY, St. Erth, Cornwall.—A Gentleman, who represents for himself and friends upwards of Two Thousand Shares in the company, having had the Mine examined by five principal mine agents, and having laid their several reports before the directors at a meeting held this day—it is resolved, "That the said reports are highly satisfactory." It is further resolved, "That the instalment of Ten Shillings per share, advertised to be paid on or before the 15th instant, be confirmed, and that the same be paid agreeably with advertisement; and that in lieu of the second instalment of Ten Shillings per share, being paid in one sum, that it be paid in two sums of Five Shillings per share each—that is, Five Shillings per share to be paid on or before the 15th September, and the second Five Shillings per share on or before the 15th December next, either to Messrs. I. and H. Hore, No. 23, Cophall-court, Throgmorton-street, London; or to HENRY GRYLLS, Secretary, Redruth. Dated June 5.

EASTERN COUNTIES RAILWAY COMPANY.—Notice is hereby given, that the directors have made a CALL OF TWO POUNDS TEN SHILLINGS per share on each share in the capital stock of this company, payable on or before the 16th day of June next, to any of the undermentioned bankers or on the company's account at the London and Westminster Bank, or any of its branches

Bank of Liverpool

Liverpool Borough Bank

Manchester and Liverpool District Bank

National and Provincial Bank, Bath

West of England Bank, Bristol

East of England Bank, Yarmouth

National Provincial Bank, Birmingham

National Provincial Bank, Boston

Cheltenham and Gloucester Bank, Cheltenham

Wilts and Dorset Banking Company, Salisbury

Western Bank of Scotland, Edinburgh

Western Bank of Scotland, Glasgow

Royal Bank of Ireland, Dublin

Messrs. Harvey and Co., Norwich

Messrs. Bacon, Cobbold, and Co., Ipswich

Messrs. Alexander and Co., Ipswich

Messrs. Mills, Bawtree, and Co., Colchester

Messrs. Sparrow and Co., Chelmsford

Messrs. Lemon and Co., Brentwood

Messrs. Brodie and Co., Salisbury

Messrs. Fry and Co., Wimborne

By order of the board, J. C. ROBERTSON, Secretary.

Offices, 4, Adelaide-place, London-bridge, May 22.

DIVIDENDS.

STANHOPE AND TYNE RAILROAD COMPANY.—Notice is hereby given, that pursuant to the provisions of the deed of settlement, the REGISTER BOOKS of the shareholders of the company will be closed on Wednesday, the 24th day of June instant, and will be RE-OPENED on Friday, the 6th day of July next, and that a DIVIDEND of FIVE POUNDS per share for the year ending the 31st of December, 1837, on the capital stock of the said company, as well as all arrears of interest, will be paid at the office of the company, on Thursday, the 26th day of July next, and the following days, between the hours of Ten and Two, in the manner agreed upon at the Extraordinary General Meetings of the shareholders held on the 6th day of May and the 1st day of June inst., to those proprietors whose names shall appear in the books of the company on Friday, the 6th day of July next.

By order of the directors,

G. W. HARRISON, Secretary.

A SCOT RACES.—LONDON and SOUTHAMPTON RAILWAY.—Arrangements have been made by which the company will be enabled to carry a very large number of passengers to and from the Woking Common Station, which is within nine miles of the race-course. The directors believe that a considerable profit may be obtained by the conveyance of passengers to and from the station, and they invite the attention of owners of omnibuses and other carriages to the subject.

By order of the directors,

WILLIAM REED, Secretary.

NEWCASTLE AND CARLISLE RAILWAY.—Notice is hereby given, that on the 1st of June next, being the day after the opening of the Middle District of this Railway, the TRAINS WILL START at the under-mentioned hours:—

NEWCASTLE.

FROM REDHEUGH TO CARLISLE.

A Mixed Train, with passengers and goods, at half-past five morning.

A First Class Train, with passengers only, at nine o'clock morning.

A Mixed Train, with passengers and goods, half-past one afternoon.

A First Class Train, with passengers only, at five o'clock afternoon.

FROM REDHEUGH TO HAYDON-BRIDGE ONLY.

A Mixed Train, with passengers and goods, ten minutes before six evening.

ON SUNDAYS,

REDHEUGH TO CARLISLE.

A Train, with passengers only, but calling at all the stations, at seven o'clock morning, and five o'clock afternoon.

An Omnibus will leave No. 56, Westgate-street to meet the Trains, as usual, at Blaydon, half-an-hour before each of the above-named times of starting from Redheugh, except for the Short Train for Haydon-bridge.

A Steam-boat will leave the Railway Wharf, 56, Close, to join the Train at Redheugh, fifteen minutes before each of the above-named times of starting from Redheugh.

CARLISLE.

A Mixed Train, with passengers and goods, half-past five morning.

A First Class Train, with passengers only, nine o'clock morning.

A Mixed Train, with passengers and goods, half-past one afternoon.

A First Class Train, with passengers only, five o'clock afternoon.

FROM CARLISLE TO HALTWISTLE ONLY.

A Mixed Train, with passengers and goods, fifteen minutes before six o'clock evening.

ON SUNDAYS,

FROM CARLISLE TO NEWCASTLE.

A Train, with passengers only, but calling at all the stations, at seven o'clock morning, and five o'clock afternoon.

The Mixed Trains will call at the following places:—

Blaydon Hexham Fourstones Rose Hill (for Gilsland)

Wylam Haydon-bridge Low Row Milton (for Brampton)

Prudhoe Bardon Mill How Mill Weatherall

Stocksfield Haltwhistle Scotby

Riding Mill Greenhead

Corbridge The First Class Trains will call at the following places only, viz.:—

Blaydon Haydon-bridge Rose Hill (for Gilsland)

Stocksfield Haltwhistle Milton (for Brampton)

Hexham

GOODS CONVEYED WITH SAFETY AND DISPATCH.

N.B.—Goods to or from Newcastle to Carlisle, to be sent by the Railway, WILL BE CALLED FOR, upon sufficient notice being given at the Depots, and will also BE DELIVERED TO the parties in either town to whom they may be addressed, according to the mode heretofore practised by the common carriers.

Railway Office, May 30.

JOHN ADAMSON, Clerk to the Company.

TRESAVEAN MINE.—Shares in Tresavean, East Pool, East Wheal Crofty, or any other MINE PAYING DIVIDENDS, will meet with IMMEDIATE SALE, by applying (if by letter, post paid) to William Treveny, jun., Mine Agent and Share Broker (from Redruth, Cornwall), at his offices, 50, Threadneedle-street, London.—W. T. jun. has for SALE SHARES in new and promising MINES, at a considerable discount, whose locality is undeniable, being a continuation of and adjoining the same lodes, which are leaving considerable profits.

June 8.

LANELLY RAILWAY AND DOCK COMPANY.—At the Annual General Court of proprietors, holden at the London Tavern, Bishops-gate-street, on Monday, the 4th of June,

ROBERT BIDDULPH, Esq., in the chair,

The report and accounts, to the 28th of April last, having been read, it was, upon the motion of Colonel Purchas, seconded by J. Shewell, Esq., resolved unanimously—that the report be received, approved, and entered on the minutes of to-day.

It was moved by J. Sims, Esq., seconded by G. Probyn, Esq., and resolved unanimously—that it appearing a net surplus of £1549 17s. 4d. had been realised since the last Annual Meeting, as profits from the works of the company already completed, up to the 28th of April last, that a Dividend of Four per cent. be paid on £4 per share to such of the proprietors as shall have paid that amount per share on or before the 14th of March last, being at the rate of Six and a Quarter per cent. for the last year on the capital paid up.

Thanks were then voted to the committee of management, the secretary, and the chairman, and the meeting separated.

By order,

59, Old Broad-street, June 5.

JOHN BIGG, Secretary.

* * * The report, showing the progress and prospects of the new line of railway, may be had at the office.

MANCHESTER AND BIRMINGHAM RAILWAY.—CONTRACTS FOR WORKS.

The Directors of the Manchester and Birmingham Railway Company will meet at their offices, No. 23, Bond-street, Manchester, on Wednesday the 20th day of June next, at eleven o'clock in the forenoon precisely, to receive TENDERS for the execution of the following Contracts:—

Contract No. 1, or FAIRFIELD-STREET CONTRACT, commences at the north end of the north abutment of a bridge intended to be erected to carry the railway over Fairfield-street, in the town of Manchester, and terminates at the distance of fifty yards south of the centre of Chapel-field Road, in the township of Ardwick. This contract comprises the erection of a viaduct between the above-mentioned points, a distance of 1155 feet.

Contract No. 2, or CHANCERY-LANE CONTRACT, commences at the distance of fifty yards south of the centre of Chapel-field Road, in the township of Ardwick, and terminates at the distance of 270 yards south of the centre of the road called Chancery Lane, in the same township. This contract comprises the erection of a viaduct between the above-mentioned points, a distance of 2136 feet.

Contract No. 3, or HYDE ROAD CONTRACT, commences at the distance of 270 yards south of the centre of the road called Chancery Lane, in the township of Ardwick, and terminates at the south end of the south abutment of a bridge intended to be erected to carry the railway over the turnpike-road from Manchester to Hyde. This contract comprises the erection of a viaduct between the above-mentioned points, a distance of 1773 feet.

Contract No. 4, or HEATON NORRIS CONTRACT, commences at the south end of the south abutment of a bridge intended to be erected to carry the railway over the turnpike-road from Manchester to Hyde, and terminates about 176 yards from the right bank of the river Mersey, and 120 yards on the west side of the Wellington Road, in the township of Heaton Norris, in the county of Lancaster. This contract comprises the whole of the earth-work, bridges, archways, culverts, and other necessary works; also the ballasting and laying of the permanent way between the above-mentioned points, a distance of 344 chains. It comprises, also, the ballasting and laying of the permanent way on the first, second, and third contracts, an additional distance of nearly seventy-seven chains.

Drafts of the contracts, with plans, drawings, and specifications, will be ready for inspection on and after Monday the 25th day of May inst., at the offices of the company's engineer, Fairfield-street, Manchester; and the quantities of the works contained in the several contracts will at the same time be furnished by the engineer.

Printed forms of tender may be had at the same place, and at the company's offices, in Bond-street, Manchester, at which latter offices all tenders must be lodged previously to the hour of meeting, endorsed "Tender for Works;" and no tender except the printed form, furnished by the company, will be attended to.

The party whose tender is accepted, will be required to enter into a bond, with two sureties, for the due performance of the contract, to the extent of 10 per cent. on the gross amount of such contract; and the names and descriptions of the proposed sureties must be set forth in the tender.

The directors will not consider themselves bound to accept the lowest tender; and they expect the several parties tendering, or persons duly authorised by them, to be in attendance at the offices in Bond-street, Manchester, at the time of meeting.

ROBERT BARBOUR,

Chairman of the Board of Directors.

Manchester & Birmingham Railway Offices, 23, Bond-street, Manchester, May 18.

MANCHESTER AND LEEDS RAILWAY.—CONTRACTS FOR WORKS.—The Directors of the Manchester and Leeds Railway Company will meet at their offices, 9, Brown-street, in Manchester, on Monday, the 13th day of June, at Twelve o'clock at noon precisely, to RECEIVE TENDERS for the under-mentioned contracts:—

Todmorden Contract.—To make and maintain the railway with all excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting of the permanent way and sidings, and furnishing the necessary stone blocks, but exclusive of the wooden sleepers, rails, chairs, and fastenings; also as the Gauxholme Viaduct. Commencing at a point about five chains to the north-east of Clough Mill, and terminating at about twelve chains to the north-east of the road from Todmorden to Burnley, being a distance of about one mile and twenty-two chains, exclusive of the length of the Gauxholme viaduct.

Mill Wood Contract.—To make and maintain the railway, with all its works, from the termination of the Todmorden contract to Castle Clough Mill, being a distance of about sixty-two chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection at the engineer's office, Palatine Buildings, Hunt's Bank, Manchester, on and after Monday, the 21st day of May, 1838. Printed forms of tender may be had after the above date, at the offices in Manchester; and no others will be attended to.

The tenders must be delivered at the Railway Office, No. 9, Brown-street, in Manchester, at or before ten o'clock in the forenoon, on Monday, the 11th June, 1838, under a sealed cover, addressed to the chairman, and endorsed "Tender for works;" and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting. The parties whose tender is accepted will be required to enter into a bond, with two sureties, for the due performance of the contracts, in a penalty not less than 10 per cent. upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The directors will not bind themselves to accept the lowest tender.

JAMES WOOD, Chairman.

Manchester and Leeds Railway Office, 9, Brown-street, Manchester, April 30.

MANCHESTER AND LEEDS RAILWAY.—CONTRACTS FOR WORKS.—The Directors of the Manchester and Leeds Railway Company will MEET at their Offices, No. 9, Brown-street, in Manchester, on Monday the 11th day of June, 1838, at twelve o'clock at noon precisely, to RECEIVE TENDERS for the under-mentioned Contracts:—

Gauxholme Viaduct Contract.—To make and maintain the railway upon arches, with all its works, commencing on the south-west side of the westerly crossing of the Rochdale Canal at Gauxholme, and terminating on the north-east side of the turnpike road from Todmorden to Haslingden, being a length of about 320 yards.

Sowerby Contract (including the Sowerby tunnel).—To make and maintain the railway, with all the excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting of the permanent way and sidings, and furnishing the necessary stone blocks (but exclusive of wooden sleepers, rails, chairs, and fastenings), commencing at a point about 172, Sowerby township, situated between Long

AND COMMERCIAL GAZETTE.

STANDARD of ENGLAND LIFE ASSURANCE COMPANY.

8, King William-street, City | 25, Regent-street, London.
D'Olier-street, Dublin | Princes-street, Edinburgh.

CAPITAL—ONE MILLION.

W. Cory, Esq., Dep. Chair. | Colonel Chris. Hodgson | W. J. Richardson, Esq.
Lawrence Dorgan, Esq. | Henry Lawson, Esq. | Frederick T. West, Esq.
William Gunston, Esq. | J. Barrett Lennard, Esq. | George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Increasing rates of premium, peculiarly advantageous in cases where Assurances are effected by way of securing Loans or Debts.

Age of the assured in every case admitted in the policy.

Premiums may be paid Half-yearly or Quarterly.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

Age.	Annual Premium for £100, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
20	£ 8 s. d.	£ 8 s. d.	£ 10 6	£ 15 7	£ 2 0 8
30	1 6 4	1 2 11	1 19 6	2 6 1	2 12 8
40	1 16 8	2 5 10	2 15 0	3 4 2	3 13 4
50	2 17 0	3 11 8	4 5 6	4 19 9	5 14 0

By order of the Board of Directors,

W. WRIGHT, Secretary.

MANCHESTER AND LEEDS RAILWAY.—EXTENSION OF TIME FOR LETTING THE TODMORDEN AND MILLWOOD CONTRACTS.—Notice is hereby given, that the letting of the Todmorden and Millwood contracts, advertised for Monday the 18th June, is POSTPONED to Monday the 25th June, 1838.

9, Brown-street, Manchester, June 8.

LANGINOG LEAD MINING COMPANY,

near Llanfyllin, Montgomeryshire.

Capital £25,000, in 2500 shares of £10 each.

(Paid-up capital £5 per share, in 500 scrips of five shares each.)

DIRECTORS.—
Edmund Lionel Wells, Esq. | James N. Holmes, Esq.
John K. Sutton, Esq. | Samuel Barber, Esq.
John Cooke, Esq. | Samuel H. Sale, Esq.
John Hughes, Esq. (Resident Director, Belmont House, Llanginog.)

MANAGING AGENTS.

Mr. J. S. Smith.

INSPECTING AND CONSULTING MINING CAPTAINS.

Mr. H. F. Stephens, St. Agnes (Agent for the Cornubian, Wheal Elizabeth, Great Garras Mines, &c. &c., Cornwall); Mr. W. Thomas, Camborne (Agent for the Polgine and Conduffrow Consolidated Mines).

Bankers—North and South Wales Bank, Liverpool; and branches in Wales; London and Westminster Bank, London.

The Llanginog Lead Mine, in Montgomeryshire, are of historical record, and so well known as a Mining District of first importance, that it becomes unnecessary to describe in detail all the recommendations which it has to public patronage and support. It is only necessary to observe, that these Mines were at one period the richest in the kingdom, and were formerly worked by the ancestors of the present Lord Clive, who has preserved documents which show that the family realised upwards of One Million Sterling by their successful prosecution.

It appears from these records of the ancient working, that these Mines produced £20,000 per annum for more than forty consecutive years.

The above Mines were suspended solely in consequence of being overpowered by water; the use of machinery, at that period, for the draining of Mines, not being sufficiently understood, to carry the work to any great depth. During the workings of more recent date, water wheels and hydraulic machinery have been erected, by means of which the engine-shaft has been sunk to about 190 yards in depth—the adit level extended to more than half a mile in length, and upon which an iron railroad has been laid down, on which the ore and slate are brought to surface with comparatively trifling labour.

These Mines are now in a fair course of working, producing very good lead ore, the stock of which, to the 1st of June inst., is computed at about 100 tons ready for market; the produce of which it is agreed shall merge into the capital stock and funds of the present company.

In order to prosecute these Mines with that effect which their prospects merit, and which corresponding returns fully justify, it is requisite to sink the main engine-shaft some twenty or thirty yards deeper, perpendicularly, which will give to the working machinery a sufficient increase of power to drive levels under a rich course of lead ore, already discovered in the bottom, and also to extend several levels and cross-cuts on various lodes to the south, which have already produced large quantities of ore, worked out from the rise of the hills, at surface.

The outlay of the present company, in the erection of the requisite machinery and water-wheels—forming a well supplied water-course for six or seven miles in length, driving the adit level, and laying down the railroad, &c. &c., amounts to £10,000; but as the principal object of the present proprietors is to prosecute these mines with increased power and capital, they have engaged a one-half interest for the extension of the mines; and, merely to dispose of the other half interest for the extension of the mines; subject, however, to the liberal condition, that their shares shall be equally liable with those of the public for their proportion of future costs and workings.

For this purpose, it is proposed to form the present company into 2500 shares, representing a nominal capital of £25,000, upon which £5 per share is to be paid; one half of which, viz. £2 10s. per share, is to be paid for the purchase, and the other £2 10s. per share, to constitute the working capital of the said mine, from the 1st of June inst.; and which funds, according to estimate, will be amply sufficient to bring the mines into a state of yielding large profits, and regular dividends.

The mines are held under a lease of twenty-one years from Lord Clive, at the very moderate dues or royalty of ten shillings per ton of ore, and the sett contains several very promising and extensive lodes, one of which is nearly five yards wide.

Application for shares to be made prior to the 16th of June inst., to Mr. J. S. Smith, Mine Agent, 71, King-street, Manchester; or to Mr. J. F. Holmes, Mine Agent, Cook-street, Liverpool.

GADDAIR COPPER MINING COMPANY, Anglesea.—

Nominal capital £30,000, in 6000 shares of £5 each. £2 per share paid up.

DIRECTORS.

Edmund Lionel Wells, Esq. | John K. Sutton, Esq.
John Cooke, Esq. | John Kempe, Esq.

(With power to add two to their number).

MANAGING AGENTS.—Mr. J. S. Smith, and Mr. J. Holmes.

INSPECTING AND CONSULTING MINING CAPTAINS.

Mr. H. F. Stephens, St. Agnes (Agent for the Cornubian, Wheal Elizabeth, Great Garras Mines, &c. &c., Cornwall); and Mr. Wm. Thomas, Camborne, (Agent for the Polgine and Conduffrow Consolidated Mines).

BANKERS.

North and South Wales Bank, Liverpool, and Branches in Wales; and the London and Westminster Bank, London.

These mines are situated to the west of Parys Mountain, and are well known to be of great importance, and estimated by them to be of no less value than the celebrated Parys mine, which has realised many millions to its noble proprietors. The Gaddair, as well as the Parys mine, was the subject of a singular prophecy, well known in the Principality, of the celebrated seer Robin Ddu, "who lived towards the close of the sixteenth century, and was remarkable for his dark sayings," which prediction, as respects the Parys mine, has been wonderfully fulfilled, the produce being so great, that the quantity actually influenced the market price of copper throughout Europe for a long period.

This sett contains nearly 700 acres of rich mining ground. Four great courses or champion lodes, besides a number of strong veins and tributary strings, are traced running the whole extent, evidently of the same character as those of Parys Mountain; two of them lying to the north, and the others to the south side of Gaddair.

One of the levels has been driven upwards of 220 yards under a covering of about 100 yards. In ten yards from the entrance of this level, several tons of copper ore have been obtained, and the metal is left in it, both above and below, for future operations. In sinking a shaft sixteen yards deep, upon the same lode, 500 yards distant, a similar result ensued, and a quantity of copper ore was raised equal to £2 per ton.

On the south side, in another level driven about 100 yards under a covering of eighty yards, copper was found, and proved bearing up to the surface. From this level a crossing may be made so as to intersect the two great lodes.

In this part of the ground, the main lodes are closing so rapidly on each other that a portion of the whole must take place at the terminus of which there is little or no doubt an immense body of ore will be discovered.

In addition to the metals, the mineral water is found to possess a corresponding property with those of Parys mine, and in the deep ground, is expected will be equally valuable in yielding copper by precipitation.

There is antimony, and manganese, fire clay, and yellow ochre, immense rocks of china stone suitable for the Potteries (for one of which £400 has been offered and refused) and beautifully variegated or serpentine marble, which has already been opened upon, and may become a source of considerable profit.

To set forth the real value of this extraordinary ground, which has been very appropriately termed "a perfect mineral garden," it would require too elaborate a statement for the compass of a prospectus; in fact, it ought to be viewed by those who are acquainted with Mineralogy, to be sufficiently appreciated. Considerable expense has been incurred during several years devoted to the prosecution of discoveries alone, which only require a regular additional outlay to make them of immediate advantage to the present company. The want of adequate funds to attain that object is the only reason of this mine being parted with by the late proprietors, and without the stipulation that one-fourth of the shares should be appropriated to them on the same terms as the allotments to the public it could not have been obtained, and even now nearly one-half of the remaining shares may be said to be already engaged.

It is now intended to form these mines into a Company representing a nominal capital of £30,000, in 6000 shares of £5 each per share, subject to a deposit of £2 per share, one half of which (or £1 per share) being to be paid to the late proprietors, as purchase-money, upon a regular assignment of the lease and property being made to trustees for the present company.

The Gaddair is within a few hours journey from Liverpool, so that shareholders may at any time convince themselves of the correctness of the management, the economy of the expenditure, and the prospects of the mine; while in distant adventures very few have time at their disposal to make themselves personally acquainted with the proceedings.

Application for the remaining shares to be made to Mr. J. F. Holmes, Cook-street, Liverpool; or to Mr. J. S. Smith, Mine Agent, 71, King-street, Manchester.

NATIONAL COGNAC BRANDY DISTILLERY COMPANY.

The Brandy manufactured by this company is undistinguishable from Cognac Brandy, and not only possesses its flavour, but also the same beneficial qualities, for which Foreign Brandy is so invariably recommended by the Faculty. Certificates, verifying the facts, have been already published from W. T. BRANDE, Esq., F.R.S., Professor of Chemistry to the Royal Institution, &c.—J. T. COOPER, Esq., Lecturer on Chemistry and Forensic Medicine in the Webb-street Medical School, &c.—T. GRAHAM, Esq., F.R.S., Professor of Chemistry, University College, &c.—G. D. LONGSTAFF, Esq., M.D., Lecturer on Chemistry, Materia Medica, and Pharmacy; formerly director of the Laboratory of the University of Edinburgh, &c.

The Brandy, of the highest legal strength, either pale or brown, is £18 per gallon, for cash, on delivery, in quantities of not less than two gallons.—A liberal discount to the trade.

18, King-street, Snowhill (leading from Holborn to Smithfield).

PUBLIC COMPANIES.

MEETINGS.

London and Croydon Railway	London Tavern	June 12	1.
London and Havre Steam	Office	14	1.
General Cemetery	Office	14	1.
St. John del Rey Mining Company	3, Tokenhouse-yard	15	2.
Cornubian Lead and Silver Mine	London Inn, Devonport	15	2.
Colombian Mining Association	3, Freeman's-court	21	2.
Canada Company	Office	21	1.
Law Life Assurance	Office	23	11.
Gas Light and Coke Company	Office	26	2.
South Wheal Leisure Mining Company	2, St. Mildred's-court	27	2.
Perran Consolidated Mining Company	2, St. Mildred's-court	29	2.
Minas Geraes Mining Company	3, Tokenhouse-yard	37	Old Jewry
Mutual Life Assurance	White Hart, Launceston	July 2	—.
Wheat Lenoy Mining Company	White Hart, Launceston	3	6.
Atlas Insurance	Office	4	1.
Redmoor Consols Mining Company	2, St. Mildred's-court	4	12.

CALLS.

Union Bank of Australia	24, June 11	Glyn, Halifax, and Co.
South Poi goth Mining Company	24	Office; Borrow, Truro.
Wheat Gilbert Mining Company	10	15. Grylls, Redruth; Hore, Lond.
Eastern Counties Railway	24	London & Westminster Bank.
Kelwearris Mining Company	10	28. Lubbock and Co.
West Tresavean Mining Company	10	July 1. Sir J. W. Lubbock and Co.
Blasenavon Iron and Coal Company	10	17. Vere, Sapte, and Co.

DIVIDENDS.

Eastern Coast of Central America Co.	4 per cent.	July 1.
Bank of British North America	3 per cent.	7, St. Helen's-place.
East London Water-works	15	Office.
Commercial Bank, New Orleans	7 per cent.	London. Sep. 30.
Standard of England Assurance	5 per cent.	Half-yearly.
Llanelli Railway and Dock Company	4 per cent.	

NOTICES TO CORRESPONDENTS.

We have received our correspondent's (J. D.) letter, which shall have early attention by a post communication; his offer will be cheerfully accepted.

Subscribers requiring alteration in their address, should direct instructions to the bookseller or news-agent through whom they receive the Paper.

We have received Mr. Henwood's communication, and shall feel obliged by the further information which he promises.

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, JUNE 9, 1838.

The vast importance of the coal trade of this country, and its intimate connexion with the high station which we hold as a manufacturing and commercial nation, are facts too well established, and too obvious, to require preface or remark. Of all the mineral products of the earth, there is none so valuable to us as coal: its abundance compensates, in a great degree, for the coldness and variableness of our climate; and when applied, through the medium of the steam-engine, to set in motion the infinitely varied mechanism which has been contrived by the ingenuity of our countrymen, it supplies a power whose equivalent in human labour the narrow limits of the British islands would be totally inadequate to maintain.

Connecting, as we ever ought to do, our present "high and palmy state" with the abundance of this invaluable mineral, and the skill and economy with which it is extracted from the mine and applied to the purposes of art, all statistical details which relate either to its production, its consumption, or the future prospects of supply, become subjects of much interest to those who take an enlarged and comprehensive view of our present position; and in some cases such knowledge is even of local importance to those whose ideas are comparatively limited and circumscribed.

In collecting information of this nature, much labour and much talent has accordingly been devoted; yet those who are conversant with the subject, will be ready to admit that there is still an ample field for exertion, and that much more is still required to be accomplished before we can consider the subject of our coal deposits, and the trade arising from them, to have been so thoroughly examined, and so lucidly and accurately exhibited, as the importance of the subject demands. On the extent, the structure, and the remaining stores of our coal fields, the labours of geologists have thrown considerable light. Parliamentary returns, although in many respects necessarily deficient, contain much valuable information respecting our coal trade, but chiefly confined to sea-borne coal, whether for home or foreign consumption. The services of many individuals, who have presented us with accurate and laborious descriptions of particular districts, are also deserving of honourable mention; and although less perfect than could be wished, the sources of information which we have pointed out are not only of the highest value in themselves, but capable of being combined into a still more valuable whole.

This, however, is a labour which we have but little expectation of seeing accomplished; not from any deficiency of the knowledge and ability required for the task, but because the encouragement which is necessary to stimulate its execution, would, we fear, be looked for in vain in this great mineral country. Perhaps at some future time a more

MINING CORRESPONDENCE

ENGLISH MINES.

BRITISH TIN MINING COMPANY.

June 4.—*Twelve Fathom Level.*—The ground in this cross-cut continues rather unfavourable, but letting out more water. *Trelawow Adit.*—Nothing new—engaged in clearing the adit shaft.

GWINEAR MINING COMPANY.

June 2.—We have cut the wall of the lode at the thirty fathom level; we have not seen much of it as yet, but hope to report favourably of it in my next. The twenty fathom level west produces some good tin stuff. In the stopes in the back of the said level the lode is three feet wide—good tin stuff. In the stopes in the back of the said level the lode is eighteen inches wide, producing some very good work. Our stamping-mills are doing well.

C. H. RICHARDS.

ST. HILARY MINING COMPANY.

June 2.—*Seventy Fathom Level West.*—Lode eighteen inches wide, producing one and a half ton of ore per fathom. *Seventy Fathom Level East.*—Lode sixteen inches wide, producing one ton of ore per fathom. *Sixty Fathom Level West.*—Lode eight inches wide, producing good ore. *Sixty Fathom Level East.*—Lode thirty inches wide, with some good stones of ore. *Fifty Fathom Level East.*—Lode ten inches wide, with stones of ore. The pitches are looking tolerably well.

C. H. RICHARDS.

UNITED HILLS MINING COMPANY.

June 2.—*Sinking Eastern Diagonal Shaft, under the Adit Level.*—Lode three feet wide, eighteen inches good for ore. *Twenty-five Fathom Level East of Diagonal Shaft.*—Lode two feet wide, producing stones of ore, and a very favourable appearance. *Twenty-five Fathom Level West of ditto.*—Lode three feet wide, with stones of ore in the gossan. *Thirty-five Fathom Level East of ditto.*—Lode two feet wide, and one of an excellent quality. *Adit Level East of ditto.*—Lode three feet wide, one foot on the north part good ore. In stopping the back of adit west, of eastern Diagonal-shaft, the lode is four feet wide, two feet of which is good ore. In rising from the ten fathom level against the eastern Diagonal-shaft, the lode is three feet wide, with good stones of ore. *Twenty Fathom Level (east of Diagonal-shaft).*—Lode three feet wide, and coarse in quality. *Thirty Fathom Level (east of ditto).*—Lode three feet wide, under the thirty fathom level, the lode is two feet wide—very good ore. *Thirty-six Fathom Level (east of Turton's shaft).*—Lode large, but coarse in quality. In the thirty-six fathom level west of ditto, the lode is large, with good stones of ore. In the thirty-six fathom level east of the north cross-cut, the lode is small, but produces very good stones of ore.

C. PENROSE.

CORNUBIAN MINE.

Chicerton, June 5.—We have drawn up the lift in the old engine-shaft, and we are about to put the same down in the new engine-shaft, as the water is too powerful at the thirty-two fathom level for the lift that we have there. Our twenty-four fathom level, on the west caunter, never looked so kindly as it does at present—I think that we shall have a good lode there soon. Our twenty-four fathom level east, on the Chiverton lode, we have just commenced driving on it; we have a large promising lode there. I hope our tributaries will get on well this month.

J. BORLASE.

EAST WHEAL STRAWBERRY MINING COMPANY.

June 4.—Our anticipations were realised on Tuesday last, by Grout's engine being again put into motion, as you were led to expect, and is now working very steadily. At Orchard eight fathoms are forked, and to-morrow we hope to resume the working of the pitches at the nine fathom level, and by the end of the week the sixteen fathom level will be in a similar position. At Trewithen we have forked from five to six fathoms, and are in a great house of water, yet we have every reason to think the mines will be in fork in the course of the present month.

F. EVANS.

PERRAN CONSOLIDATED MINING COMPANY.

June 2.—Since my last, of the 19th inst., we have been rising the diagonal-shaft from the thirty to the twenty fathom level, and it will require to complete the same, including cutting plat, &c., against the middle of the present month; in consequence of our doing that work we have not driven the thirty fathom level for the last fortnight. I am sorry to say, however, in the last few fathoms driving, both there and at the forty fathom level, we have not seen the least improvement. I may add, also, that the lodes in the south cross-cut and at Rose are still unproductive. Our tributaries are working diligently, and raising sufficient lead we hope as will allow them wages.

R. ROWE.

TAMAR SILVER LEAD MINING COMPANY.

June 4.—The parcel of silver lead ores, computed sixty-five tons, was sold on Monday last to Messrs. Robert and William Michell, at 15*l.* 13*s.* per 2*l.* cwt., dry ore, and was sampled on Saturday. The ground being at present very hard in the south end, at the 135 fathom level, our progress is greatly impeded; the lode, however, continues to produce silver lead ores. In the winze sinking from the 125 to the 135 fathom level north of the shaft, the lode is about a foot and a half wide, producing silver lead ores. In the south end, at the 105 fathom level, the lode continues much disordered, and at present unproductive. In the winze sinking from the eighty-five to the ninety-five fathom level south of the shaft, the lode is one foot and a half wide, with several small branches of silver lead ores; the winze is sunk about four fathoms and a half. We continue to rise good work from the south end of the eighty-five fathom level, and the lode is about a foot and a half wide. The new shaft at North Tamar is sunk about two fathoms.

M. JAMES.

TINCROFT MINING COMPANY.

May 30.—I can only say, by way of report to-day, that the lode in the engine-shaft continues good for tin, the 132 rather improving for copper, and that the 81 is yielding some good work for copper, though the lode is rather small; other tutwork bargains continue much the same as usual. The tribute department does not present quite so good appearances as it did last week, but it is coming against survey day, and tributaries make their pitches look so bad as possible against that time. Our copper ore will be sold tomorrow, and tin the following day, at Messrs. William Harvey and Co., Angarrack and Co., and Bolithoe and Co.

W. PAUL.

POLBRENN MINING COMPANY.

June 2.—Having just now returned from my eastern excursion, I beg to hand you the following as my report of this mine:—We are still continuing the cross-cut south of Stainby's engine-shaft, and have no alteration; the ground, however, is favourable for driving. At Vice's Flat-rod engine-shaft, twenty-two fathom level going south, the ground is more easy than it has been for some months past, and should it continue so, we shall in a short time intersect the copper lodes. We have commenced driving west on Bowl and Butt's lode lately cut in this level, it is about ten inches wide, producing very good work for tin. The east and west ends at this level, on Dorcas's lode, remain without alteration; the lode is small and rich. The twelve fathom level driving west of Vice's shaft, on Dorcas's lode, is about eight or nine inches wide, producing some tin, at this time not so productive as mentioned in former reports. Our tributaries department looks as well as stated in my last report—very well.

RICHARD ROWE.

REDMOOR CONSOLIDATED MINING COMPANY.

Calington, June 4.—In reporting to you the present prospects of these mines, I beg to say, the lode in the sixty fathom level north, is from eight to ten inches wide, and rich for silver lead ores; going south at this level, the lode is about six inches wide, producing good work for lead. In driving east, on Johnson's lode at this level, the lode is from ten to twelve inches in width, yielding excellent work for tin. At the fifty fathom level north, the lead lode is decidedly improving, both in size and quality; and at the fifty fathom level south, the lode is about eight inches in width, chiefly composed of mudioc and quartz, with some good stones of lead ores. It is pleasing to say, the character of the lodes are still very encouraging; Johnson's whim-shaft, the men are engaged in timbering the said shaft from the twenty to the thirty fathom level—all other operations continue without much variation.

S. HARPER.

WEST WHEAL JEWEL MINING ASSOCIATION.

June 4.—*The Forty-two Fathom Level East* (from Buckingham's engine-shaft).—Lode about fifteen inches wide, composed of fluor-spur, peach, and yellow ore. *The Forty-two West.*—Lode about twelve inches wide, composed of fluor-spur, peach, and mudioc, mixed with a little ore. Since receiving the secretary's letter of the 23d ult., we have dialed Buckingham's Diagonal shaft and the thirty cross-cut south, and we believe one of the two lodes last cut in the thirty, to be what we call the Great Wheal Jewel lode, but as the cross-course herenabout is very wet and soft, it may be disordered while against it, and as the other branches are sometimes gossan and sometimes ore, there may be ore a little to the east or west of where they are cut. Our reasons to expect ore on these lodes is, the water coming from it makes the timber and ground very green, but no miner can as yet positively say whether it is the real lode in Wheal Jewel or not. *The Thirty East, on the middle branch.*—Lode about six inches wide, rather improving for ores, and will pay for driving. *The Thirty East, on the south branch.*—Driving by the side of it for the last week, it appears to increase in size, and will be taken down this week so as to report upon it next. *Willington's Engine-Shaft.*—We have taken down the lode this week, it is about three and a half feet wide, composed of gossan, producing very excellent stones of grey and yellow ores, and we scarcely break a stone of the lode but is spotted with ore throughout. The tributaries will sample their ores on Wednesday next, say about twenty tons.

M. WILLIAMS.

ENGLISH MINING COMPANY.

Great St. George, June 5.—I beg especially to direct your attention to the report given of the fifty-two fathom level—Wheal Prudence.—At the time this level was resumed, a month or two back, the lode, though promising, was comparatively unproductive: it is now calculated to be worth 20*l.* per fathom—this is very encouraging. A marked improvement is also to be seen in Campbell's shaft, at St. George, and the report, you will find, speaks well of the ninety-six fathom level east. At Wheal Leisure several extraordinary improvements occurred in the tributaries ground during the past month; and it being a five weeks' month, larger wages was obtained by those whose ground was improved. You will observe Wheal Friendship is still working. The captains tell me that the gossan eastward is very fine; descending, as this does, into the valley, it is proposed that we drive some short distance in that direction; should it improve, or continue in fact even as it now is, the agents are of opinion that during the summer months an endeavour should be made to sink some ten or twenty fathoms under adit, by which a fair trial would be given the lode.

H. HUMPHRIES.

HOLMBUSH MINING COMPANY.

June 4.—The ground in the engine-shaft is still hard. In the eighty fathom level west we are in contact with a large bed of spar and capel, which has greatly tended to disorder the lode. We find it much disseminated into small branches, and the ground hard for driving. In the western stopes, at the back of this level, there is no alteration; the men have been for the last week desuing the lode. The lode in the eastern stopes, at the back of this level, is improved since my last—now about two and a half feet wide, worth 10*l.* per fathom. The lode in the seventy fathom level west is about sixteen inches big, chiefly composed of mudioc and quartz, with a small portion of copper ore interspersed throughout. The ground in the seventy cross-cut south, towards Flapjack lode, is still very favourable for driving, and are also here making rapid progress towards the lode. The lode in the sixty-two fathom level west is just as last reported—at present poor. I have the satisfaction of informing you that the lode in the fifty-two fathom level west is much improved in the last week, worth now about 10*l.* per fathom, and has every indication of being a productive lode. Our tribute pitches are just as usual, the greatest part looking well.

F. PHILLIPS.

RAILWAY INTELLIGENCE.

LONDON GRAND JUNCTION RAILWAY BILL.—Mr. T. Duncombe reported, in the House of Commons, from the committee on the London Grand Junction Railway Bill, who were empowered to proceed by the resolution of the House of the 9th day of March last, and to whom several petitions against the said Bill were referred, that the standing orders relative to railway bills did not apply to the present Bill, the application being only for the purpose of extending the time for the purchase of land, and for altering and amending the provisions of the former Act; and that they had considered the said petitions, and had heard counsel upon two of them, and had also heard counsel in favour of the Bill; and that they had examined the allegations contained in the preamble of the Bill, but that the same had not been proved to their satisfaction.

LONDON AND SOUTHAMPTON RAILWAY.—During the first week after the opening of this railway, upwards of 5000 persons travelled by it; and during the second week the Epsom races increased the number of passengers very considerably, and would have added 3000 or 4000 more to the number, but for the tumult which occurred at the terminus at Nine Elms, on the Derby day, which prevented the carriages for some time from going at all. It appears, however, that the regular and steady traffic on the railway is increasing day by day. The traffic on the road referable to the part already opened, considerably exceeds the estimate formed by the directors and published in their report. The smoothness of the road, and the comfort and elegance of the carriages have been universally remarked. The only deficiency is a want of sufficient locomotive power, an evil of which almost all railways have to complain at their first opening.

NEWCASTLE AND CARLISLE RAILWAY.—We are extremely glad to hear that no doubt exists as to the practicability of opening the whole line of the railway on the 18th of June.—*Carlisle Patriot.*

GREENWICH RAILWAY.—COMPENSATION.—At a Court of Compensation held before the Recorder of London on Saturday last, at the Town Hall, Southwark, the sum of 110*l.* was, by consent, awarded to the guardians of the Southwark union, as compensation for a part of the workhouse of St. Olave's, taken down in order to construct the railroad upon its site.

FRENCH ADJUDICATION.—The proprietors of land over which the railroad to Versailles, on the right bank of the Seine, is to run, appear to be very exorbitant in their demands for compensation. One of them required no less than 18,000*l.* an acre for a portion of his kitchen garden, and 1000*l.* for an asparagus bed that was upon it. The company offered him 12,000*l.* This being refused, they went before a jury, who awarded no more than 10,000*l.* for his ground, and 50*l.* for his asparagus bed.

RAILROAD FROM PARIS TO BELGIUM.—This railroad excites public attention to the highest degree in the departments of the Oise, Somme, Pas-de-Calais, and Nord. The municipal councils of Amiens and Arras have decided that these towns should have an interest in the railroad, the first for 1,000,000 and the second for 500,000 francs; and we understand that the municipal council of Beauvais has adopted a similar resolution.

RAILROADS IN AUSTRIA.—The works in the Emperor Ferdinand's north railroad are proceeding with great diligence since the fine weather commenced; and there is reason to expect that it may be completed to Moravia, perhaps to as far as Brunn, in the course of the year. The preliminary operations for the railroad from Vienna to Raab are likewise begun. Between Baden and Wienermenaadt, the proper direction of this railroad was through a part of the garden of Dorman, the private property of his Majesty the Emperor. The directors, however, out of respect to his Majesty's property, intend to make the road deviate a little from the direct course. But the Emperor Ferdinand, being informed of this intention, immediately ordered that the road should pass through his garden; and that if any inconvenience should arise, as may happen from expropriation of this nature, he would submit to them equally with the meanest of his subjects.

THE LONDON AND BIRMINGHAM RAILWAY.—On Thursday the following lamentable occurrence took place on this railway, about two miles from Rugby:—It appears that a very industrious man, whose name did not transpire, was employed upon the railroad for what is (technically) termed "raising the sleepers"—that is, securing the rails upon which the carriages run from sinking into the newly-formed earth. The train had scarcely left Rugby before a gentleman, Mr. Harrison, from Dublin, happening to look out of the window of the carriage, exclaimed, "My God, that unfortunate man will be run over." At this period the engine was working at about the rate of twenty-five miles an hour, and the poor fellow was about a quarter of a mile in advance. Several gentlemen shouted to the engineers and others, but unhappily without effect; the plough of the engine struck the man, and life must have been extinct instantaneously. To whom blame or censure is to be attached it is impossible to say; it appears, however, very probable, that the man was directing his attention to the "up-train" from Birmingham, which passed the London train almost immediately after the fatal occurrence; but whatever was the cause, the investigation of a coroner's jury will, of course, decide. It is said, that the trains at their greatest speed may be stopped within the distance of 200 yards, but in this instance no effort was made so to do, and the line of carriages had proceeded full half a mile before the engine was stopped. More than fifty passengers then alighted and ran back to the spot from which the unfortunate man made his awful transit from life to eternity.

MANCHESTER AND BOLTON RAILWAY.—An accident occurred on the line on Monday evening, which we regret to say terminated fatally. It was wholly the result of indiscreet and careless conduct on the part of the unfortunate individual who has lost his life. It seems that a train had brought up a number of persons from Manchester, and amongst them some joiners who had been working on the line. When near Bolton, the engine was stopped for some purpose; and during the stoppage the deceased and some of his shopmates commenced bustling and jostling each other in fun. This play ended in the deceased, by some accident, being precipitated off the lorry on which the men were frolicking. He fell on the road, and was so severely injured that he died almost immediately.—*Blackburn Standard.*—An inquest was held last Thursday upon the body of Evan Evans, a man about thirty years of age, who had been killed at the opening of the railway on Monday. The deceased, and about forty others, was in one of the lorry boxes next to the engine, and as the train was passing the Gravel-hole, the speed of the engine was suddenly increased, by which the carriage got a jerk, which threw deceased out, and the carriage passing over his head, he was killed on the spot.

Verdict—Accidental Death.—*Liverpool Standard.*

THE GREAT WESTERN RAILWAY.

This railway was opened on Monday last for the conveyance of the public. The road now reaches within half a mile of Maidenhead, extending from the terminus at Paddington to the terminus in Buckinghamshire, twenty-four miles. The line, on leaving Paddington, passes on the left or western side of the new cemetery at Kensal-green; it then runs for some distance between two lofty banks or mounds, which completely obscure the view on both sides, and then again emerges from its dry ditch-like track at Wormwood Scrubs, where the surrounding country, with its meadows, green trees, and "pleasant villages and fields," greets the eye of the passenger. Thence the trains are hurried on through Hanwell, where that huge mass of brick and mortar, called the Lunatic Asylum, seems to frown on the undertaking and its supporters. A good view is here got of the Uxbridge road, but from the velocity with which the travellers are whirled along, there is little time for observation on particular localities. At Hanwell the boys of a large school were drawn up in a meadow alongside of the road; they greeted the first train with three cheers, and seemed highly delighted with the novelty of the sight. The next point worth being remembered on the road is the village of West Drayton, which looked pretty enough with its water and its meads, more than usually delightful on a hot summer's day, but which in winter are little better than a mere marsh. Here there is a "station" for supplying coals, water, &c., to the engine, and for the embarking and disembarking of passengers. The road now stretches for some time in a parallel line with the Bath road, the Bath road being on the left hand of those going from London. It proceeds in this manner till it is about abreast the eighteenth milestone on the Bath road, when it takes a more northerly course, passing at the back of Langley Broom, and leaving Langley Church, a very ancient and venerable structure, to the south. It crosses through the parish of Langley from west to east, and then comes down again very close to the Bath road at Slough, at which place there is a "station" within 100 yards of the Crown Inn. Before arriving at this, a fine view of Windsor Castle is commanded on the one hand, together with Eton College and the adjacent country, and on the other the eye is refreshed with the sight of the dense cover of Black Park, Langley Park, &c., and with a prospect of the white spire of Wrexham Church. The railroad is now close upon the Bath road, from which it derives its distance of half a mile further on, passing between Salt-hill-pond, at the back of Mr. Botham's well-known inn, and the grounds at the back of Baileys, the seat of Lord Osborne. The country on the northern side begins now to mend in beauty and variety. Stoke-park, with its elegant mansion, the property of the Penn family, forms a conspicuous object; the church of Stoke, immortalised by the poet Gray, comes in sight, and the monument of the poet, with its elegant sarcophagus, is just apparent amidst the thick foliage of the trees. Beyond are the villages of Burnham and Farnham Royal, on one side, and the village of Dawney, with its ancient house, Dawney-court, once inhabited by the notorious Lady Castlemaine, on the other. The road is now coming to its termination, and in a few minutes the station-house, close to Maidenhead, shows the terminus. Just before this point is reached it runs over an arch crossing the Bath road, which is then to the north of it. The trains, which consist of three sorts of carriages, varying in the charge for seats and in accommodations, are large and comfortable. Nobody can complain of their contrivance; they hang easily above longitudinal springs, which break the little jolting occasioned by the wheels; nothing can be more easy than the motion. The journey, including stoppages, was done in an hour and five minutes, and it was said on one passage in a much shorter time.

STRIKE OF THE WORKMEN.—During the past week the town and neighbourhood of Reading has been in a state of great excitement, in consequence of the men employed upon the line of railway between this town and Twyford having suspended their customary labour. The circumstances of the case are briefly these:—for some time past it was generally understood that the contractor for that portion of the works in the immediate vicinity of this town was in considerable difficulties; but it was not until last Friday evening, the usual pay-day of the men, that the defalcation of the contractor was publicly announced; at the same time it was stated that the wages of the workmen (a fortnight's) then due could not be paid. The men, upon hearing this, were considerably exasperated, and did some trifling injury to the works, and also assaulted one of the clerks; but this last offence, we understand, was entirely owing to the indiscretion of that person in his treatment of the men, who naturally enough considered themselves ill used; with this exception the conduct of the men was orderly and peaceable. A letter was subsequently read, positively promising payment of the arrears on Wednesday. No arrangement was, however, made on Wednesday, but matters thus remained until Friday morning, when the men assembled in great numbers in the Forbury, to hear any offers which might be made by the parties interested. A circle having been formed, Mr. J. J. Blandy read a letter, which had been received from the secretary of the company. The terms offered were, if the men instantly resumed their work, that at the end of the day they should receive three days' wages; and on Saturday and Monday they were also to receive the like amount. Mr. Blandy declared his willingness to advance six days' arrears of wages from his own resources, should it not be forthcoming from other quarters. It was soon evident that these overtures were received in the same excellent spirit they were made; and after a little consultation with their leaders, the whole body accepted the offers of the directors, and have up to this time worked as usual.—*Berkshire Chronicle.*

RAILWAYS PROPOSED TO BE MADE IN IRELAND.

ENGINEERS.

Ulster Railway W

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday
BANK STOCK, 8 per Cent.	205 4 $\frac{1}{2}$	205 4 $\frac{1}{2}$	2 5 4 $\frac{1}{2}$	204 5	205 4 $\frac{1}{2}$	204 5 $\frac{1}{2}$
3 per Cent. Red. Anns.	94 3 $\frac{1}{2}$	94 3 $\frac{1}{2}$	94 3 $\frac{1}{2}$	93 4	94 3 $\frac{1}{2}$	94 3 $\frac{1}{2}$
3 per Cent. Consols	95 4 $\frac{1}{2}$	95 4 $\frac{1}{2}$	95 4 $\frac{1}{2}$	95 4 $\frac{1}{2}$	95 4 $\frac{1}{2}$	95 4 $\frac{1}{2}$
3 $\frac{1}{2}$ per Cent. Anns.	1818.	1818.	1818.	1818.	1818.	1818.
3 per Cent. Anns.	1726.	1726.	1726.	1726.	1726.	1726.
3 $\frac{1}{2}$ per Cent. Red. Anns.	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$
New 3 $\frac{1}{2}$ per Cent. Anns.	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$	102 $\frac{1}{2}$
New 5 per Cent.	1890.	1890.	1890.	1890.	1890.	1890.
Long Anns.	1859.	1859.	1859.	1859.	1859.	1859.
Ann. for 30 Years.	1859.	1859.	1859.	1859.	1859.	1859.
Ditto.	1860.	1860.	1860.	1860.	1860.	1860.
India Stock, 10 $\frac{1}{2}$ per Cent.	270 $\frac{1}{2}$	270 $\frac{1}{2}$	270 $\frac{1}{2}$	270 $\frac{1}{2}$	270 $\frac{1}{2}$	270 $\frac{1}{2}$
South Sea Stock, 3 $\frac{1}{2}$ per Cent.	107.	107.	107.	107.	107.	107.
Ditto Old Ann. 3 per Cent.	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$
Ditto New Ann. 3 per Cent.	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$	92 $\frac{1}{2}$
3 per Cent. Anns.	1751.	1751.	1751.	1751.	1751.	1751.
India Bonds, 4 per Cent.	73 73	72 72	72 72	72 72	72 72	72 72
Exchequer Bills, 2 $\frac{1}{2}$ per Cent.	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$
Ditto.	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$
Ditto Small.	70 68	69 68	67 69	67 69	67 68	68 68
Ditto Com.	70 68	69 68	67 69	67 69	67 68	68 68
3 per Cent. Cons. for Op. July 17.	951 $\frac{1}{2}$	951 $\frac{1}{2}$	951 $\frac{1}{2}$	951 $\frac{1}{2}$	951 $\frac{1}{2}$	951 $\frac{1}{2}$
India Stock for Op. July 12.	270 $\frac{1}{2}$	270 $\frac{1}{2}$	270 $\frac{1}{2}$	270 $\frac{1}{2}$	270 $\frac{1}{2}$	270 $\frac{1}{2}$
Bank Stock for Ac. July 12.	200 $\frac{1}{2}$	200 $\frac{1}{2}$	200 $\frac{1}{2}$	200 $\frac{1}{2}$	200 $\frac{1}{2}$	200 $\frac{1}{2}$

BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.	OPEN.
3 per Cent. Consols.	Tuesday, June 5, "	Tuesday, July 17, 1838.
3 $\frac{1}{2}$ per Cent. Reduced.	Tuesday, " 5,	Tuesday, " 17,
2 per Cent. 1726.	Thursday, " 7,	Thursday, " 12,
New 5 per Cent.	Friday, " 8,	Friday, " 13,
Ann. for terms of Years.	Monday, " 4,	Friday, " 20,
South Sea Stock.	Friday, " 8,	Friday, " 13,
3 per Cent. 1751.	Thursday, " 7,	Thursday, " 12,
East India Stock.	Tuesday, " 5,	Thursday, " 12,

FOREIGN STOCKS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Austrian, 5 per Cent.	196	196	196	196	196	196
Belgian, 5 per Cent.	102 1 $\frac{1}{2}$	102 1 $\frac{1}{2}$	102 1 $\frac{1}{2}$	102 1 $\frac{1}{2}$	102 1 $\frac{1}{2}$	102 1 $\frac{1}{2}$
Brazilian.	81 $\frac{1}{2}$ 80 $\frac{1}{2}$	80 $\frac{1}{2}$	79 $\frac{1}{2}$	79 $\frac{1}{2}$	79 $\frac{1}{2}$	79 $\frac{1}{2}$
Ditto.	1829.	1829.	1829.	1829.	1829.	1829.
Buenos Ayres, 6 per Cent.	—	—	—	—	—	—
Cuba, 6 per Cent.	—	—	—	—	—	—
Chilian, 6 per Cent.	—	—	—	—	—	—
Colombian, 6 per Cent.	24 5	24 5	24 5	24 5	24 5	24 5
Ditto, 1824, ditto.	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$
Danish, 3 per Cent.	74 $\frac{1}{2}$	74 $\frac{1}{2}$	74 $\frac{1}{2}$	74 $\frac{1}{2}$	74 $\frac{1}{2}$	74 $\frac{1}{2}$
Greek, 5 per Cent.	—	—	—	—	—	—
Ditto, 1825, 5 per Cent.	224	224	224	224	224	224
Ditto, deferred.	264	264	264	264	264	264
Ditto, def. do. 6, per Cent.	264	264	264	264	264	264
Neapolitan, 5 per Cent., 1824.	—	—	—	—	—	—
Peruvian, 6 per Cent.	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$
Portuguese, 5 per Cent.	—	—	—	—	—	—
Ditto, New 5 per Cent.	37 $\frac{1}{2}$ 3	36 $\frac{1}{2}$ 8	36 $\frac{1}{2}$ 8	36 $\frac{1}{2}$ 8	36 $\frac{1}{2}$ 8	36 $\frac{1}{2}$ 8
Ditto, 3 per Cent.	25 $\frac{1}{2}$ 5	26 $\frac{1}{2}$ 5	26 $\frac{1}{2}$ 5	26 $\frac{1}{2}$ 5	26 $\frac{1}{2}$ 5	26 $\frac{1}{2}$ 5
Prussian, 4 per Cent.	—	—	—	—	—	—
Russian, 1822, 5 per Cent.	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$
Spanish, 5 per Cent. Consols.	22	22 $\frac{1}{2}$	21 $\frac{1}{2}$ 22	22	22	22
Ditto, passive.	5 $\frac{1}{2}$ 5	5	5	5	5	5
Ditto, deferred.	9 8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$
Dutch, 2 $\frac{1}{2}$ per Cent.	54 $\frac{1}{2}$ 5	55 $\frac{1}{2}$ 5	55 $\frac{1}{2}$ 5	55 $\frac{1}{2}$ 5	55 $\frac{1}{2}$ 5	55 $\frac{1}{2}$ 5
Ditto, 5 per Cent.	100 $\frac{1}{2}$ 1	100 $\frac{1}{2}$ 1 $\frac{1}{2}$	101 1 $\frac{1}{2}$	101 1 $\frac{1}{2}$	101 1 $\frac{1}{2}$	101 1 $\frac{1}{2}$
Ditto, New, 1837.	—	—	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$

FRENCH FUNDS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
PARIS.	June 4.	June 5.	June 6.	June 2.	June 3.	LONDON.
5 per Cent. Ann.	109 75c.	110 1.	110 5c. 110 5c.	109 2.	109 2.	109 2.
Ex. on Lond. 1 mth.	254 40c.					
ditto, 3 mths.	265 27 $\frac{1}{2}$ c.					
4 $\frac{1}{2}$ per Cent. Ann.	—	—	—	—	—	—
4 per Cent. Ann.	—	102 $\frac{1}{2}$				
Exchange.	—	—	—	—	—	—
3 per cent.	81f. 50c.	81f. 65c.				
Exchange.	—	—	—	—	—	—
Bank Shares.	2720f.	2730f.	2730f.	2735f.	—	—

IRISH FUNDS.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Royal Canal Stock.	—	—	—	—	—	23 $\frac{1}{2}$
Patriotic Insurance.	—	—	—	—	—	52
Prov. Bank of Ireland.	25 0	25 0	25 0	25 0	25 0	25 0
Hibernian Bank.	—	25 0	25 0	25 0	25 0	24
Grand Canal Stock.	—	—	—	—	—	29 $\frac{1}{2}$
Consols.	3 0	3 0	3 0	3 0	3 0	8 $\frac{1}{2}$
City Debentures.	4 0	4 0	63	63		